

INDIAN RAILWAY CONFERENCE ASSOCIATION

PROCEEDINGS

OF THE

Thirtieth

Conference of Railway Delegates

ASSEMBLED AT

SIMLA

Commencing from Wednesday, the 11th October 1933.

INDEX.

	PAGE.
A	
Abstracts of Revenue Working Expenses — Revision of	73
Accounts of the Indian Railway Conference Association — Audit and maintenance of	32
Adjustment of expenditure at Neutral Control Junctions (Broad Gauge)	72
Adverse reports of medical examinations — appeals against	30
Advisory Committees — appointment of — for the year 1934-35	14
Advisory Committee of Personnel Officers — Proceedings of the Meeting of	74
Advisory Committee No. 20 — Report of. The cleansing and re-use of wash-out water in Engine Sheds	76
Amendment of Rule 11(i) of Military Traffic Rules (1932 edition) — Risk	51
Amendments to Schedule of rates chargeable to the Military Department	50
Any one Railway having entire command of a route between the booking and destination stations may fix the rate between these stations and may carry the traffic by its own route — Rule 24 of Conference Regulations, Part II (1932-33 edition)	47
Appeals against adverse reports of medical examinations	30
Appendix B to Military Traffic Rules (1929 edition) — List of concessions admissible for Military Personnel, etc. — Railway concession to the cadets of the Indian Military Academy (Indian Sandhurst), Dehra Dun	50
Application of the rules — Rule 4(b)(i) of Military Traffic Rules (1932 edition)	51
Applicability of rule 22 to the case of traffic booked from stations at which there are separate sheds for the railways using the stations — Booking of goods by the cheapest route — Rule 114 of Conference Regulations, Part II (1932-33 edition)	48
Appointment of Advisory Committees for the year 1934-35	14
Apportionment between Railways and Military Department of the cost of labour involved in checking monthly statements of Military Forms submitted by units and departments issuing them — Rule 46 of Military Traffic Rules, 1932 edition	53
Appointment of 5 additional peons in Indian Railway Conference Association Office	57
Apportionment of claims on through goods and parcels traffic (Inter-railway liability for claims on account of damage by wet to through traffic) — Rule 30(c)(i) of Conference Regulations, Part II (1932-33 edition)	59
Audit and Accounts Committee — Report No. 11	53
Audit and Accounts Committee — Report No. 12	59
Audit and maintenance of the accounts of the Indian Railway Conference Association	32
Automatic line clear token exchanger under trial as standard	72
Availability of privilege ticket orders by mail trains — Rule 91(7) of Conference Regulations, Part II (1932-33 edition)	76
Axle boxes — hot — action to be taken by railways to reduce the number of (Broad Gauge).	31
Axle journals (Metre Gauge) — Minimum diameters of	63
B	
Baggage for military personnel — free allowance of — Amendment of Rule 21(iii) of Military Traffic Rules (1932) edition	57
Bearing brass stops — fitting of — to axle boxes	63
Belting (train lighting) and belt fasteners for train lighting — interchange of views on the different types of	27
Booking of empty state saloons built for the use of High Officials of Government (All Gauges)	65
168IRCA(WOP)	R

B—concl'd.

PAGE.

Booking of goods by the cheapest route — Applicability of rule 22 to the case of traffic booked from stations at which there are separate sheds for the railways using the stations — Rule 114 of Conference Regulations, Part II (1932-33 edition)	48
Brass stops (bearing) — Fitting of — to axle boxes	63
Break of journey—endorsement on tickets. Rule 63(c) of Coaching Tariff No. 8 ..	47 & 52
Buffer recoil springs (Broad Gauge)	56 & 64
Broad Gauge General Service Wagons — Order for new	59
Broad Gauge “uneconomical” General Service wagons—renewal of	33
Broad Gauge Standard Carriage and Wagon labels	55

C

Capacity of Oil and Petrol Tank Wagons (Broad and Metre Gauges)	56
Carriage and Wagon labels — Standard (Broad Gauge)	55
Carriages partly occupied — internal examination of	71
Cattle and live-stock wagons with doors which cannot be locked in the open position— Proposed rejection of (Broad Gauge)	56
Cells (train lighting) — Glass <i>versus</i> wooden boxes for	25
Census of wagons — Broad Gauge	72
Certificates for soldiers of the Indian Army proceeding on or returning from furlough at Government expense when travelling in special military vehicles — Military Certificate Forms I. A. F. T. 1720-C and I. A. F. T. 1720-D — Reintroduction of	49 & 61
Charges for live-stock of the Army Department loaded in excess of the carrying capacity of wagons used	62
Claims on account of freight, etc., charges—time limit for. (<i>Re.</i> proposal that claims amounting to over Rs. 50 and not exceeding Rs. 1,000 be accepted if records are available irrespective of the time limit laid down therein) Rule 45 (a) of Conference Regulations, Part II (1932-33 edition)	60
Cleansing and re-use of wash-out water in Engine Sheds (Report of Advisory Committee No. 20)	76
Coaching destination boards (Broad Gauge)	56
Coaching and Goods Stock with axle boxes packed with Kappas instead of cotton waste — Interchange of (Broad Gauge)	55
Coaching time tables — Changes in (All Gauges)	65
Coal traffic wrongly booked by other than the cheapest route — Interpretation of Rule 22(b) of Conference Regulations, Part II (1932-33 edition)	51
Code letters for I. R. S., I. R. C. A. and non-standard Coaching and Goods Stock (Broad and Metre Gauges)	56
Commercial Committee - Report No. 19	47
Commercial Committee - Report No. 20	50
Commercial Committee - Report No. 21	59
Commercial Committee for Interchange — To confirm the proceedings of	16
Conference Regulations, Part II, 1932-33 edition — alterations in	58
Concessions — Rule 101 of Coaching Tariff No. 8 (Serial No. 12 — Concession for students attending Y. W. C. A. Summer Conferences)	60
Concessions — Rule 101 of Coaching Tariff No. 8 (Proposed withdrawal of certain concessions)	60
Conveyance of Motor Cars for Railway Officials on occasions other than move on transfer or duty	75
Conveyance of Postal Mails by road instead of by rail	51
Conveyance of Railway Materials and Stores — Charges for	60
Couplings — Kent — Improved form of	24

D

Date and place of the next Conference	34
Destination Boards — Coaching (Broad Gauge)	56
Diagrams showing method of loading timber, firewood, etc. — inclusion of—in the Rules for Train Examiners.	71
Diameters (minimum) of Metre Gauge axle journals	63
Division of freight on parcels, luggage, etc., overcarried, misdespatched or mis-routed — Interpretation of Rule 51 (b) of Conference Regulations, Part II (1932-33 edition)	48
Door hooks and eyes — elimination of — on wagons other than those provided for the carriage of live-stock (Broad Gauge)	70
Door resters or wagon door check springs (Broad and Metre Gauges)	54 & 63
Drawgear — steel — existing high and low tensile — best method of distinguishing between	62

E

Election of members to form the Executive Council, nomination of Officers to serve on the Sections and confirmation of election of members to the Interchange Committees	14
Electrical equipment — Rules for the safe working on	26
Electrical installation in carriages interchanged	70
Electrical Section — 6th Report	22
Endorsement on tickets regarding break of journey — Rule 63 (c) of Coaching Tariff No. 8	47 & 52
Engineering Section (including the Signal Engineers' Committee) and Personnel Section—To consider whether the suspension be continued	14
Establishment and Tariff Clerks — Appointment of	73
Excursion and pilgrim special trains — Providing medical facilities on	73
Expenditure of the Indian Railway Conference Association (audited) for the financial year 1932-33, and estimate of expenditure for the financial year 1934-1935. (A—Conference Branch. B—Interchange Branch including Neutral Control) — to approve of	42
Extent of Railway's responsibility for shortage in liquid consignments due to leakage and amendment of Rule 30 (a) of Conference Regulations, Part II (1932-1933 edition)	47

F

Flooring of Coaching Stock — Respective merits of steel or timber with a super-imposed composition flooring and a floor constructed of timber for coaching stock	21
Foreign blank card tickets to differentiate between passengers travelling by mail or express trains and those travelling by ordinary trains — Issue of a separate series of—by Railways	48 & 60
Foreign Railway wagons not fitted with automatic vacuum brake or piped — Hire charges on (Metre Gauge)	71
Form for British Troops — Military Certificate — Form I. A. F. L. 1180 and Form I. A. F. L. 1181 — Revision of	61
Form I. A. F. T. 1720 and Military Warrant Form B for individuals and small parties — I. A. F. T. 1707 — Military Certificate Form for Indian Troops	49
Fraudulent use of Military Forms — Prevention of	50 & 61
Fraudulent use of return journey tickets	32
Free dieting to subordinate employees undergoing treatment in a Railway Hospital	62
Free allowance of baggage for military personnel—Amendment of Rule 21 (iii) of Military Traffic Rules (1932 edition)	57
Freight on goods and parcels left on hand unclaimed — Rule 28 (b) of Conference Regulations, Part II (1932-33 edition)	59

Freight on parcels, luggage, etc., overcarried, mis-despatched or misrouted — Division of. Interpretation of Rule 51 (b) of Conference Regulations, Part II (1932-33 edition)	48
Freight rates — quotation of — by Railways to the public — Amendment of Rule 128 (vii) of Conference Regulations, Part II (1932-33 edition)	48
Free passes and privilege ticket orders — Interchange of	53
Free passes and privilege ticket orders — Interchange of. Interpretation of the term "year" in Rule 91 (iv) of Conference Regulations, Part II (1932-33 edition)	52
Free passes and privilege ticket orders — proposed issue of — to the staff of road motor transport services run by Railways	75
Free passes and privilege ticket orders — issue of — to the Senior Government Inspectors of Railways, Railway Clearing Accounts Office, etc.	75
Free pass rules on Railways — uniformity of	39
Free passes — Interpretation of Rule 90 (1) (f) of Conference Regulations, Part II (1932-33 edition)	39
Free passes to retired Officers and their families and to the families of deceased Officers — proposed issue of	39
Free passes — period of availability of — Rule 90 (13) of Conference Regulations, Part II (1932-33 edition)	76

G

General Classification of Goods — proposed revision of	17
General Service Wagons — Broad Gauge — Order for new	59
Goods and parcels left on hand unclaimed — freight on — Rule 28 (b) of Conference Regulations, Part II (1932-33 edition)	59
Goods and parcels through traffic — apportionment of claims on (Inter-railway liability for claims on account of damage by wet to through traffic) Rule 30 (e) (i) of Conference Regulations, Part II (1932-33 edition)	59
Grant of travelling concessions to Warrant Officers of the Royal Indian Marine	72

H

Hangers — safety (Broad and Metre Gauges)	54 & 64
Heavy chemicals — Remarks on rating by Indian Tariff Board	51
High tensile and low tensile steel drawgear — best method of distinguishing between	62
Hire charges on foreign Railway wagons not fitted with automatic vacuum brake or piped (Metre Gauge)	71
Hot axle boxes — action to be taken by railways to reduce the number of (Broad Gauge)	31
House allowance for Officers of the Association	58
Hydrophobia — Preventive measures, treatment, and leave facilities for treatment	30

I

Indian Troops — Military Certificate Form for — Form I. A. F. T. 1720 and Military Warrant Form B for individuals and small parties — I. A. F. T. 1707	49
Indian Railway Conference Association — Audit and maintenance of accounts of	32
Indian Railway Conference Association — Proposals for the reorganization of	41
Indicating externally the number of seats vacant in upper class compartments — Proposed device for	56
Interchange of free passes and privilege ticket orders	53
Infectious or contagious diseases — Segregation of passengers suffering or suspected to be suffering from —	44
Interchange of Coaching and Goods Stock with axle boxes packed with Kappas instead of cotton waste (Broad Gauge)	55
Interchange of Metre Gauge Stock	54

<i>I—concl'd.</i>	PAGE.
Interchange of passes between railways — passes for servants	75
Interpretation of Rule 22 (b) of Conference Regulations, Part II (1932-33 edition). Coal traffic wrongly booked by other than the cheapest route	51
Invoices and Way Bills not accounted for — copies to be obtained — Rule 81 of Conference Regulations, Part II, 1932-33 edition	53
Issue of a separate series of foreign blank card tickets by Railways to differentiate between passengers travelling by mail or express trains and those travelling by ordinary trains	48 & 60
Interpretation of the term "year" in Rule 91 (iv) of Conference Regulations, Part II, 1932-33 edition	53
Issue of free passes and privilege ticket orders to the staff of Senior Government Inspectors, Railway Clearing Accounts Office, etc.	75
Issue of free passes and privilege ticket orders to the staff of road motor transport services run by Railways	75
Issue of school passes to children of Railway employees under rule 92 (16) of Confer- ence Regulations, Part II, 1933-34 edition	76
I. R. S., I. R. C. A. and Non-standard Coaching and Goods Stock — Code letters for (Broad and Metre Gauges)	56
Issue of privilege ticket orders by a direct route	39
J	
Joint station and other similar working agreements between Railways — Revision of the provisions and forms of — to meet present day conditions	65
Joint station agreements — Provision of relieving allowances, Provident Fund Bonus and Gratuity	77
Joint station agreements — Revision of the provisions and forms of	59
Joint station expenses — time limit for adjustment of	43
K	
Kent couplings — Improved form of	24
L	
Labourers and daily rated staff — Issue of passes to	75
Lanterns — type of — to be used by Neutral Control Staff during examination (Broad Gauge)	72
Latrine flushing in lower class stock	22
Leave to the menial staff attached to the Indian Railway Conference Association	58
Line clear token exchanger — automatic — under trial as standard	72
List of concessions admissible for Military Personnel, etc. — Railway concession to the cadets of the Indian Military Academy (Indian Sandhurst) Dehra Dun — Appendix B to Military Traffic Rules (1929 edition)	50
Live-stock of the Army Department loaded in excess of the carrying capacity of wagons used — charges for —	62
Locomotives fitted with Poppet valves — Performance of	21
Loss of passes — penalty for —	39
Lower class stock — Latrine flushing in	22
Lubrication of rolling stock — use of solidified oil for	22
M	
Mechanical Section — 7th Report	20 & 62
Medical examinations — Appeals against adverse reports	30
Medical Section — 2nd Report	28
M68 IRCA(WOP)	

Metre Gauge axle journals — Minimum diameters of	63
Metre Gauge Stock — Interchange of	54
Military Certificate Form for British Troops — Form I. A. F. L. 1180 and Form I. A. F. L. 1181 — Revision of	61
Military Certificate Form for Indian Troops — Form I. A. F. T. 1720 and Military Warrant Form B for individuals and small parties — I. A. F. T. 1707.. .. .	49
Military Forms — Prevention of fraudulent use of	50 & 61
Military Special Goods Trains — Charges for	61
Model forms for terms and conditions suitable for inclusion in Draft Agreement or Memorandum for the purchase of electrical energy by railways and to consider the desirability of the sale of surplus energy by Railways to outsiders	26
Monthly statements of Military Forms submitted by units and Departments issuing them — Apportionment between Railways and Military Department of the cost of labour involved in checking — Rule 46 of Military Traffic Rules, 1932 edition	53
Motor cars — conveyance of — for Railway Officials on occasions other than move on transfer or duty	75

N

Neutral Control Junctions — Adjustment of expenditure at (Broad Gauge)	72
Next Conference — Date and place of	31

O

Oil and petrol tank wagons — Removal of pumps from (Broad and Metre Gauges)	69
Oil and petrol tank wagons — Capacity of (Broad and Metre Gauges)	56
Operating Committee — Report No. 19	54
Operating Committee — Report No. 20	65
Order for new Broad Gauge General Service Wagons	59
Ordinary return tickets — Period of availability of	32
Overcharges and undercharges on through traffic — Extension of time limit for adjustment of — with Civil and Military Departments of Government	31
Overhaul (periodical) of wagons — Standard for	64

P

Parcels and goods left on hand unclaimed — freight on — Rule 28 (b) of Conference Regulations, Part II, 1932-33 edition	59
Parcels and goods through traffic — Apportionment of claims on (Inter-railway liability for claims on account of damage by wet to through traffic) Rule 30 (c) (i) of Conference Regulations, Part II, 1932-33 edition	59
Parcels, luggage, etc., overcarried, misdespatched or misrouted—Division of freight on. Interpretation of Rule 51 (b) of Conference Regulations, Part II (1932-33 edition)	48
Parcels traffic—road motor competition for	47
Partly occupied carriages—internal examination of	71
Passengers suffering or suspected to be suffering from infectious or contagious diseases —Segregation of	44
Passenger tickets—Uniform system of stamping dates on	42
Passengers found travelling in mail trains or in higher classes on tickets issued in exchange of privilege ticket orders	76
Passengers travelling by mail or express trains and those travelling by ordinary trains—Issue of a separate series of foreign blank card tickets by Railways to differentiate between	48 & 60

Passes and privilege ticket orders to dependent relatives of employees — Issue of Rules 92 (ii) and 93 (ii) of Conference Regulations, Part II, 1933-34 edition..	39
Passes — issue of — to labourers and daily rated staff	75
Passes for servants — Interchange of passes between Railways	75
Passes to Railway Nursing Sisters — Issue of	39
Penalty for the loss of passes	39
Peon (temporary) — Appointment of — in the office of the General Secretary in connection with the Broad Gauge Wagon Census 1932	78
Performance of locomotives fitted with Poppet Valves	21
Periodical overhaul of wagons — standard for	64
Periodical overhaul of vacuum cylinders of goods wagons (Broad and Metre Gauges)— Rules 11 (60) and 18 (1) of Rules for Train Examiners, 1932 edition	54
Period of availability of free passes — Rule 90 (13) of Conference Regulations, Part II, 1932-33 edition	76
Period of availability of ordinary return tickets	32
Personnel Section and Engineering Section (including the Signal Engineers' Committee)—To consider whether the suspension be continued	14
Petrol and Oil Tank Wagons— Capacity of (Broad and Metre Gauges)	56
Pilgrim special and excursion trains — Providing medical facilities on	73
Pooled wagons — extended return dates on	70
Postal Mails — Conveyance of — by road instead of by rail	51
President of the I. R. C. A. for the year 1934-35 — Election of	34
Prevention of fraudulent use of Military Forms	50 & 61
Prevention of wastage of water	30
Privilege ticket orders and passes to dependent relatives of employees — Issue of Rules 92 (ii) and 93 (ii) of Conference Regulations, Part II, 1933-34 edition	39
Privilege ticket orders—availability of — by mail trains. Rule 91 (7) of Conference Regulations, Part II, 1932-33 edition	76
Privilege ticket orders— Issue of—by a direct route	39
Privilege ticket orders — Rules for the interchange of. Rule 93 of Conference Regulations, Part II, 1933-34 edition	39
Privilege ticket order rules on Railways — Uniformity in the home line	39
Proceedings of the Commercial Committee for Interchange — Confirmation of	16
Proceedings of the meeting of Advisory Committee of Personnel Officers	74
Proposals for the re-organization of the Indian Railway Conference Association	41
Proposed issue of free passes to retired Officers and their families and to the families of deceased Officers	39
Proposed device for indicating externally the number of seats vacant in upper class compartments	56
Proposed rejection of cattle and live-stock wagons with doors which cannot be locked in the open position (Broad Gauge)	56
Proposed revision of General Classification of Goods	17
Provision of relieving allowances, Provident Fund Bonus and Gratuity in joint station agreements	77

Q

Quotation of freight rates by Railways to the public — Amendment of Rule 128 (vii) of Conference Regulations, Part II (1932-33 edition)	48
---	----

	R	PAGE.
Rail-Road competition — the best method to be adopted by Railways to safeguard their interests		30
Railway Materials and Stores — Charges for conveyance of		60
Re-arrangement of Rules 25, 26, 27, 89, 112 and 127 of Conference Regulations, Part II (1932-33 edition)		74
Recoil springs — Buffer (Broad Gauge)		56 & 64
Refrigerating equipment suitable for operation on trains and specifications for the same — to report on		25
Refunds on tickets not utilised to the full extent		59
Re-introduction of Military Certificate Forms I. A. F. T. 1720-C and I. A. F. T. 1720-D — Certificates for soldiers of the Indian Army proceeding on or returning from furlough at Government expense when travelling in special Military Vehicles		49 & 61
Renewal of Broad Gauge "uneconomical" General Service wagons		33
Re-organisation of the Indian Railway Conference Association — proposals for		41
Repairs to be carried out on wagons returning to owning railway for periodical overhaul (Broad Gauge)		55
Report of the General Secretary on the Wagon Pool for the year ending 31st March 1933		13
Resolutions of the Standing Committee		13
Retirement of Mr. C. V. Bliss and appointment of General Secretary		78
Return dates (extended) on pooled wagons		70
Return journey tickets — fraudulent use of		32
Return tickets (ordinary) — period of availability of		32
Revenue Working Expenses — Revision of the abstracts of		73
Revision of the provisions and forms of joint station agreements		59
Revision of the Rules for Train Examiners		55 & 70
Risk — Amendment of rule 11 (i) of Military Traffic Rules (1932 edition)		51
Road motor competition for parcels traffic		47
Road motor transport services run by Railways — proposed issue of free passes and privilege ticket orders to the staff of		75
Routing and misuse of rolling stock — Revision of rules for (Broad and Metre Gauges)		65
Royal Indian Marine — Grant of travelling concessions to Warrant Officers of		72
Rule 4 (b) (ii) of Military Traffic Rules (1932 edition) — Application of the rules		51
Rule 104 of Coaching Tariff No. 8 — Concessions (Serial No. 12 — Concession for students attending Y. W. C. A. Summer Conferences)		60
Rule 101 of Coaching Tariff No. 8 — Concessions (Proposed withdrawal of certain concessions)		60
Rules and Regulations, Part II, of the Indian Railway Conference Association (1932-33 edition) — alterations in		58
Rules for the interchange of free passes — Interpretation of Rule 90 (1) (f) of Conference Regulations, Part II, 1932-33 edition		39
Rules for the interchange of privilege ticket orders — Rule 93 of Conference Regulations, Part II, 1933-34 edition		39
Rules for the safe working on electrical equipment		26
Rules for Train Examiners — Revision of		55
Rules for Train Examiners (revised) — Title of		71
Rules 25, 26, 27, 89, 112 and 127 of Conference Regulations, Part II (1932-33 edition) — Re-arrangement of		74

S

Safety hangers (Broad and Metre Gauges)	54 & 64
Schedule of charges (Broad and Metre Gauges)	55

S—concl'd.

	PAGE.
Schedule of rates chargeable to the Military Department—Amendments of ..	50
School passes—issue of—to children of Railway employees under rule 92 (16) of Conference Regulations, Part II, 1932-33 edition	76
Seal Card Labels—Standardisation of	51
Shoe ended bearing springs—Wagons fitted with (Broad Gauge)	71
Shortage in liquid consignments due to leakage—Extent of Railways' responsibility for. Amendments of Rule 30 (a) of Conference Regulations, Part II (1932-33 edition)	47
Solidified oil—use of—for lubrication of rolling stock	22
Special Goods Trains—Military—charges for	61
Springs—(recoil) buffer (Broad Gauge)	56 & 64
Stamping dates on passenger tickets—Uniform system of	42
Standard Broad Gauge Carriage and Wagon labels	55
Standardisation of Seal Card Labels	51
Standing Committee—Resolutions of	13
State saloons (empty) built for the use of High Officials of Government—booking of.	65

T

Tariff and Establishment Clerks—Appointment of	73
Tariff Board—Remarks of—on rating of heavy chemicals	51
Tarpaulin cleats on wagons	63
Time limit for adjustment of joint station expenses	43
Time limit for claims on account of freight, etc., charges (Re. Proposal that claims amounting to over Rs. 50 and not exceeding Rs. 1,000 be accepted if records are available irrespective of the time limit laid down therein) Rule 45 (a) of Conference Regulations, Part II, 1932-33 edition	60
Time tables (Coaching)—Changes in (All Gauges)	65
Title of the revised Rules for Train Examiners	71
Track Standards Sub-Committee—To consider the report of	77
Traffic booked from stations at which there are separate sheds for the railways using the stations—Applicability of rule 22 to the case of—Rule 114 of Conference Regulations, Part II (1932-33 edition)	48
Train lighting belting and belt fasteners—Interchange of views on the different types of	27
Train lighting cells—Glass <i>versus</i> wooden boxes for	25
Train lighting equipment—Maintenance of	27
Tuberculosis—The position of railways in relation to co-operation with local bodies and organisations, etc., with regard to a general campaign against tuberculosis	29
Tyre defect gauge (Broad and Metre Gauges)	63

U

Undercharges and overcharges on through traffic—Extension of time limit for adjustment of—with Civil and Military Departments of Government	31
"Uneconomical" Broad Gauge General Service wagons—renewal of	33
Uniform system of stamping dates on passenger tickets	42
Uniformity of free pass rules on Railways	39
Uniformity in the home line privilege ticket order rules on Railways	39

Vacuum cylinders of goods wagons—Periodical overhaul of—(Broad and Metre Gauges)—Rules 11 (60) and 18 (1) of Rules for Train Examiners—1932 edition 54

Wagon Census—Broad Gauge	72
Wagon door resters or door check springs (Broad and Metre Gauges)	54 & 63
Wagons fitted with shoe-ended bearing springs (Broad Gauge)	71
Wagons returning to owning railway for periodical overhaul—Repairs to be carried out on—(Broad Gauge)	55
Wagon Pool—To consider the General Secretary's Report for the year ending 31st March 1933	13
Wagons—standard for periodical overhaul of	64
Warrant Form B for individuals and small parties—I. A. F. T. 1707	62
Water wastage—prevention of	30
Way bills and invoices not accounted for—copies to be obtained—Rule 81 of Conference Regulations, Part II, 1932-33 edition	53

LIST OF SUBJECTS ON CONFERENCE AGENDA, OCTOBER 1933.

Subject No.	Subject.	Page.
1	Resolutions of the Standing Committee	13
2	To confirm the proceedings of the Commercial Committee for Interchange	16
3	Uniform system of stamping dates on passenger tickets ..	42
4	Compulsory use of protective goggles in Railway Workshops ..	Withdrawn.
5	Proposals for the reorganisation of the Indian Railway Conference Association	41
6	Proposed revision of General Classification of Goods	17
7	To consider the Seventh Report of the Mechanical Section :—	
	(M/119) Performance of locomotives fitted with Poppet valves ..	21
	(M/120) Respective merits of steel or timber with a super-imposed composition flooring and a floor constructed of timber for coaching stock	21
	(M/122) Latrine flushing in lower class stock	22
	(M/124) Use of solidified oil for lubrication of rolling stock ..	22
8	To consider the Sixth Report of the Electrical Section :—	
	(E/84) Improved form of Kent couplings	24
	(E/86) Maintenance of train lighting equipment	27
	(E/87) To report on refrigerating equipment suitable for operation on trains and specifications for the same	25
	(E/88) Rules for safe working on electrical equipment	26
	(E/90) Model forms for terms and conditions suitable for inclusion in Draft Agreement or Memorandum for the purchase of electrical energy by railways and to consider the desirability of the sale of surplus energy by railways to outsiders ..	26
	(E/91) Interchange of views on the different types of train lighting belting and belt fasteners	27
	(E/93) Glass <i>versus</i> wooden boxes for train lighting cells ..	25
9	To consider the Second Report of the Medical Section :—	
	(MD/12) The position of railways in relation to co-operation with local bodies and organisations, etc., with regard to a general campaign against tuberculosis	29
	(MD/15) Prevention of wastage of water	30
	(MD/17) Appeals against adverse reports of medical examinations	30
	(MD/18) Hydrophobia—Preventive measures, treatment and leave facilities for treatment	30
10	To consider the General Secretary's report on the Wagon Pool for the year ending 31st March 1933	13

LIST OF SUBJECTS ON CONFERENCE AGENDA, OCTOBER 1933—(concl.).

Subject No.	Subject.	Page.
11	To approve of the audited expenditure of the Indian Railway Conference Association for the financial year 1932-33 and estimate of expenditure for the financial year 1934-35 :— A. Conference Branch. B. Interchange Branch including Neutral Control.	43
12	Advisory Committees—appointment of—for the year 1934-35 ..	14
13	To consider whether the suspension of the Engineering Section (including the Signal Engineers' Committee) and Personnel Section be continued	14
14	Election of members to form the Executive Council, nomination of officers to serve on the Sections and confirmation of election of members to the Interchange Committees	14
15	Election of President of the Indian Railway Conference Association for the year 1934-35	34
16	Date and place of the next Conference	34
17	Penalty for the loss of passes	39
18	Rules for the interchange of privilege ticket orders—Rule 93 of Conference Regulations, Part II, 1933-34 edition	39
19	Uniformity of free pass rules on railways	39
20	Issue of passes and privilege ticket orders to dependent relatives of employees—Rules 92 (i) and 93 (ii) of Conference Regulations, Part II, 1933-34 edition	39
21	Issue of passes to Railway Nursing Sisters.. .. .	39
22	Proposed issue of free passes to retired Officers and their families and to the families of deceased Officers	39
23	Uniformity in the home line privilege ticket order rules on railways ..	39
24	Rules for the interchange of free passes—Interpretation of rule 90 (1) (f) of Conference Regulations, Part II, 1932-33 edition	39
25	Issue of privilege ticket orders by a direct route	39
26	Rail-Road competition—the best methods to be adopted by railways to safeguard their interests	30
27	Extension of time limit for adjustment of undercharges and overcharges on through traffic with Civil and Military Departments of Government	31
28	Time limit for adjustment of joint station expenses	43
29	Segregation of passengers suffering or suspected to be suffering from infectious or contagious diseases	44
30	Hot axle boxes—action to be taken by railways to reduce the number of (Broad Gauge)	31
31	Period of availability of ordinary return tickets and fraudulent use of return journey tickets	32
32	Audit and maintenance of the accounts of the Indian Railway Conference Association	32
33	Renewal of Broad Gauge “uneconomical” General Service wagons ..	33

INDIAN RAILWAY CONFERENCE ASSOCIATION.

The following officers attended the Conference :—

PRESIDENT :

MR. H. A. M. HANNAY, M. Inst. T., Agent, East Indian Railway.

DELEGATES.

<i>Assam Bengal Railway</i>	MR. R. L. BLISS	Agent.
<i>Assam Railways and Trading Co. (The Dibru Sadiya Railway)</i>	MR. R. L. BLISS	Agent, Assam Bengal Railway.
<i>Barsi Light Railway</i>	Not represented.	
<i>Bengal and North Western Railway</i>	MR. J. WILLIAMSON	Agent.
<i>Bengal Dooars Railway</i>	MR. J. A. POLWHELE	Manager and Engineer-in-Chief.
<i>Bengal Nagpur Railway</i>	MR. V. E. D. JARRAD	Agent.
<i>Bengal Provincial Railway</i>	MR. J. C. ROSE	Dy. Chief Commercial Manager, East Indian Railway.
<i>Bhavnagar State Railway</i>	MR. F. H. BIBRA	Manager and Engineer-in-Chief.
<i>Bikaner State Railway</i>	MR. J. FEARFIELD	Manager.
<i>Bombay, Baroda and Central India Railway</i>	MR. A. N. J. HARRISON	Ag. Agent.
<i>Bombay Port Trust Railway</i>	MR. G. D. MOORE	Ag. General Traffic Manager, Bombay, Baroda and Central India Railway.
<i>Burma Railways</i>	MR. G. A. HICKS	Ag. Agent.
<i>Calcutta Port Commissioners' Railway</i>	MR. W. A. BURNS	Dy. Chairman and Traffic Manager.
<i>Darjeeling Himalayan Railway</i>	Not represented.	
<i>Dholpur State Railway</i>	MR. S. R. PHANSEY	Manager.
<i>Eastern Bengal Railway</i>	RAI BAHADUR B. R. SINGH	Agent.
<i>East Indian Railway</i>	MR. D. M. S. ROBERTSON	Chief Operating Superintendent.
<i>Gackwar's Baroda State Railway</i>	RAI SAHIB RAM KISHAN	Manager and Engineer-in-Chief.
<i>Gondal Railway</i>	MR. F. H. BIBRA	Manager and Engineer-in-Chief, Bhavnagar State Railway.
<i>Great Indian Peninsula Railway</i>	MR. A. E. TYLDEN-PATTENSON	Agent.
<i>Gwalior Light Railway</i>	MR. E. J. HOPE	Technical Adviser to Administrative Officer.
<i>H. E. H. the Nizam's State Railway</i>	MR. P. H. MAFLIN, O.B.E., M.C.	Agent.
<i>Jamnagar and Dwarka Railway</i>	MR. F. C. NISSEN	Manager and Engineer-in-Chief.
<i>Jodhpur Railway</i>	MR. J. W. GORDON, O.B.E.	Manager.
<i>Junagad State Railway</i>	MR. G. W. N. ROSE	Manager and Engineer-in-Chief.
<i>Madras and Southern Mahratta Railway</i>	MR. H. N. COLAM	Agent.
<i>Madras Port Trust Railway</i>	MR. H. N. COLAM	Agent, Madras and Southern Mahratta Railway.

DELEGATES—(concluded).

<i>Messrs. Martin and Company</i> (<i>The Howrah Amta, etc., Light Railways</i>)	MR. W. G. L. GILBERT	<i>Manager, Shahdara Saharanpur Light Railway.</i>
<i>Messrs. Macneill and Company</i> (<i>The Jorhat Provincial Railway</i>)	Not represented.	
<i>Messrs. McLeod and Company</i> (<i>The A. K., B. D. R., etc., Light Railways</i>)	MR. V. E. D. JARRAD	<i>Agent, Bengal Nagpur Railway.</i>
<i>Messrs. Octavius Steel and Company</i> (<i>The Dehri Rohitas Light Railway</i>)	Not represented.	
<i>Morvi Railway</i>	MR. L. V. PARMAR	<i>Offg. Manager.</i>
<i>Mysore Railways</i>	KHAN BAHADUR A. A. KHAN	<i>Agent.</i>
<i>North Western Railway</i>	MR. J. C. HIGHET	<i>Agent.</i>
<i>Porbandar State Railway</i>	Not represented.	
<i>Rohilkund and Kumaon Railway</i>	MR. D. A. FETTES	<i>Deputy Agent.</i>
<i>South Indian Railway</i>	MR. C. A. MUIRHEAD	<i>Ag. Agent.</i>
<i>Udaipur Chitorgarh Railway</i>	Not represented.	....

ASSOCIATION OFFICERS.

MR. C. V. BLISS, C.I.E.	<i>General Secretary.</i>
MR. B. LAWRENCE	<i>Dy. General Secretary.</i>
MR. T. CHRISTIAN	<i>Assistant Secretary</i>

OTHER OFFICERS ATTENDING.

<i>Assam Bengal Railway</i>	MR. R. G. MANSON	<i>Ag. Traffic Manager.</i>
<i>Bengal and North Western and Rohilkund and Kumaon Railways</i>	MR. R. H. HANNAY	<i>Offg. Traffic Manager.</i>
	MR. J. P. SINHA	<i>Rates Officer.</i>
	MR. I. W. CRUICKSHANK	<i>Secretary to Agent.</i>
<i>Bengal Nagpur Railway</i>	MR. A. DUNCAN	<i>Transportation Manager.</i>
	MR. D. KERRIDGE	<i>Superintendent, Electrical Branch.</i>
<i>Bombay, Baroda and Central India Railway</i>	MR. W. J. A. MOORE	<i>Deputy Agent.</i>
	MR. R. W. F. BUTTERFIELD	<i>Ag. Chief Auditor.</i>
	MR. J. J. C. PATERSON	<i>Loco. and Carriage Superintendent.</i>
	DR. T. SCORESBY-JACKSON	<i>Chief Medical Officer.</i>
<i>Burma Railways</i>	MR. R. T. POWER	<i>Ag. Traffic Manager.</i>
<i>Eastern Bengal Railway</i>	MR. L. W. VAN SOMEREN	<i>Traffic Manager.</i>
<i>Great Indian Peninsula Railway</i>	MR. J. B. REMINGTON	<i>Chief Transportation Superintendent.</i>
	MR. J. H. F. RAPER	<i>Chief Traffic Manager.</i>
<i>H. E. H. the Nizam's State Railway</i>	MR. H. E. WILLIAMS	<i>Chief Transportation Superintendent and Chief Commercial Manager.</i>

OTHER OFFICERS ATTENDING—(concluded).

<i>Jodhpur Railway</i> . . .	MR. R. J. BAUMGARTNER .	<i>Chief Traffic Manager.</i>
	MAJOR E. E. V. TEMPERLEY .	<i>Chief Engineer.</i>
<i>Madras and Southern Mahratta Railway</i> . . .	MR. A. W. PARSONS . . .	<i>Chief Transportation Superintendent and Traffic Manager.</i>
	MR. K. V. IYER . . .	<i>Chief Auditor and Accountant</i>
<i>North Western Railway</i> . . .	MR. H. F. LOCKWOOD .	<i>Chief Operating Superintendent.</i>
	MR. F. R. HAWKES, O.B.E. .	<i>Chief Commercial Manager.</i>
<i>South Indian Railway</i> . . .	MR. A. J. F. MILLAR . . .	<i>Chief Commercial Superintendent.</i>
	MR. A. D. HICKIE . . .	<i>Chief Transportation Superintendent.</i>

INDIAN RAILWAY CONFERENCE ASSOCIATION.

Scale of voting power exercised at the October 1933 Conference.

(Fundamental Rule 10).

Railways.	Mileage open and under construction on 31st March 1933.	Half No. of votes on mileage basis.	Actual freight ton mileage for financial year 1932-33.	Half No. of votes on freight ton mileage basis.	Total No. of votes.
Assam Bengal	1,307	2½	232,652,111	3	6
Assam Railways and Trading Co., (The Dibru-Sadiya Railway) ..	87	½	13,012,856	1	2
Barsi Light	203	½	12,339,658	1	2
Bengal and North Western	2,193	3½	571,029,699	4	8
Bengal Doars	161	½	16,282,596	1	2
Bengal Nagpur	3,413	4½	2,070,190,043	6	10
Bengal Provincial	42	½	3,458,431	½	1
Bhavnagar State	308	1	31,752,428	1	2
Bikaner State	796	2	45,972,766	1	3
Bombay, Baroda and Central India	3,777	4½	1,538,936,557	6	10
Bombay Port Trust	7	½	1,533,000	½	1
Burma	2,099	3½	570,095,383	4	8
Calcutta Port Commissioners	174	½	Not available.	½	1
Darjeeling Himalayan	151	½	4,835,377	½	1
Dholpur State	78	½	2,549,186	½	1
Eastern Bengal	1,098	3	655,357,460	4½	8
East Indian	4,394	4½	5,512,550,076	6	10
Gaekwar's Baroda State	612	1½	30,064,768	1	3
Gondal	190	½	20,950,383	1	2
Great Indian Peninsula	3,727	4½	2,350,677,915	6	10
Gwalior Light	295	1	7,590,914	½	2
H. E. H. The Nizam's State	1,348	2½	316,131,839	3½	6
Jamnagar and Dwarka	158	½	16,341,433	1	2
Jodhpur	976	2	119,255,263	2	4
Junagad State	196	½	10,372,758	1	2
Madras and Southern Mahratta	3,230	4½	1,065,031,017	5½	10
Madras Port Trust	4	½	1,770,027	½	1
Messrs. Macneill & Co., (The Jorhat Provincial Railway) ..	33	½	Not available.	½	1
Messrs. McLeod & Co., (The Ahmadpur Katwa, etc., Light Railways)	151	½	3,956,824	½	1
Messrs. Martin & Co., (The Howrah Amta, etc., Light Railways) ..	334	1	10,025,042	1	2
Messrs. Octavius Steel & Co., (The Dehri Rohtas Light Railway) ..	34	½	Not available.	½	1
Morvi	103	½	13,132,696	1	2
Mysore	450	1	25,737,364	1	2
North Western	7,092	4½	2,496,945,285	6	10
Porbandar State	42	½	3,292,687	½	1
Rohilkund and Kumaon	571	1½	98,312,105	1½	3
South Indian	2,527	4	517,627,221	4	8
Udaipur Chitorgarh.. .. .	146	½	4,181,910	½	1
			TOTAL ..	..	150

PROCEEDINGS OF WEDNESDAY, THE 11th OCTOBER 1933.

The President, Mr. H. A. M. HANNAY, opened the Conference at 11 A.M. with the following address:—

GENTLEMEN, it is my privilege to welcome here to-day on behalf of the Indian Railway Conference Association the Honourable Sir Joseph Bhore, Sir Alan Parsons, Sir Thomas Ryan and Messrs. Brayshay, Rau and Colvin and to thank them for sparing the time to attend our opening ceremony. I know well what a crushing burden of work is the lot of each of them, but, if they realize how very much we appreciate their presence here to-day they will feel recompensed for the sacrifice of their valuable time. Before proceeding further I would like to express our congratulations and pleasure at Mr. Brayshay's officiating appointment as Chief Commissioner and Mr. Colvin's confirmation as a Member of the Board.

2. I thank you, Gentlemen, for the very great honour you have conferred upon me by electing me President of the Association for this year. Though this will be my last Conference, it is the first of which I could possibly have been President and this makes me doubly conscious of the compliment that has been paid me. I am indeed lucky in that we have been able to retain the services until the end of March of Mr. Bliss, our General Secretary, for whom also this is the last Conference.

3. For the first time for many years it has not been possible to allow us to hold our Conference in the Assembly building and we are indeed grateful to the Railway Board for coming to our rescue and allowing us to use this room.

4. Death has robbed us of two very well-known and well liked personalities who were present with us last year. I refer to Messrs. J. H. Chase and T. R. Neely. I am sure you will wish to place on record our deep sorrow at their deaths and our appreciation of their valuable services during many years on the Commercial Committee, of which both were ex-Chairmen. We also deplore the tragic death last Christmas week of Mr. F. J. Page, another old friend and an ex-Chairman of the Operating Committee. Mr. Jarrad, when closing the Conference last year, referred to the impending retirements of Sir George Colvin and Messrs. Emmerson and Eves, but there is one other, Mr. C. W. Parsons, who has also retired and whose services will be very greatly missed on the Signal Engineers' Committee, of which for nine years he was the very able Chairman.

5. We were all very pleased to see the announcements in the last New Year's Honour's List of the well-merited Knighthoods conferred on Sir George Colvin and Sir Cusack Walton and it is no doubt your wish that we should send them the congratulations of the Conference.

6. In his presidential speech last year, Mr. Jarrad made certain proposals for improving the procedure by which the Association functioned; since then, railway administrations have given careful consideration to his proposals. The main object of them was the creation of some machinery by means of which the considered and authoritative opinion of the Association would be speedily available to the Railway Board. The need for this is unquestionable, but opinions differ as to the best methods of achieving it, so the subject has been placed on the Agenda of this Conference.

7. During the past few weeks I have studied the proceedings of the annual conferences for the last fifteen years. Perhaps what struck me most was the fact that many of the problems of some time back, which were discussed year after year and which gave rise to much controversy and many doubts, have been so satisfactorily solved that it is difficult now to realize why there should have ever been any doubts about them. Unfortunately, such happy results have not attended all the problems, the solution not being entirely in our hands; an instance of one of the unsolved problems being that of passengers travelling without tickets. Eleven years ago the Conference passed a resolution asking for a revision of the Railway Act to provide better security for railways in recovering fares and penalties for travelling without tickets. Since then, masses of statistics have been collected year after year to prove the necessity for this still overdue revision. In the meanwhile, railway administrations have made intensive efforts to reduce travelling without tickets, but it is a well nigh hopeless task owing to the inadequacy of the Railway Act to provide the necessary deterrent effect. If it were made possible

to stop this ticketless travelling, which causes an enormous annual loss to railways, it would be much easier to meet the demand for reduced fares. In other words, the honest passenger pays for the dishonest one.

8. Looking back through the last twelve months, unfortunately a period of continued trade depression, the outstanding feature has been the attempt made to secure the co-operation of the Provincial Governments and those interested in the road motor services with the object of minimising, if not eliminating, wasteful competition between rail and road transport. Indian railways have felt the effect of road competition later than railways of many other countries, but already they have lost passenger traffic to the roads to the value of about two crores of rupees annually. Owing to the long leads, competition for merchandise traffic has not yet reached serious proportions; such competition, however, is still in its infancy and the menace in that direction is undoubtedly ominous. The excellent report compiled by Messrs. Kirkness and Mitchell made possible the proper study of the problem in all its aspects from the different points of view of all those with interests at stake. At the Road-Rail Conference in Simla last April, the financial implications of the problem, as they must affect the Central and Provincial Governments and the public, were very lucidly explained by the Honourable Sir George Schuster. That Conference undoubtedly created a better understanding of the problem as it concerns the different interests represented at it and brought out the necessity for co-ordination.

9. Generally, however, the public are far from being of this opinion, which is only natural on the part of many of them, not only because some of the most vociferous of the opponents of the railways in this controversy are by no means disinterested, but also because motor transport affords to a number of people a cheap and convenient door to door service which was not available before. In the circumstances, it is hardly to be expected that they should be perturbed by the fact that most of the loss in the earnings of railways will eventually have to be made good by the tax-payers. So many of the public, moreover, believe or affect to believe, that the railways themselves are entirely to blame for losing traffic to the roads and we are so often told that all we need to do is to put our own house in order, that perhaps I may be excused if I explain the case from the point of view of railways.

10. In India there are two aspects of the problem of road-rail competition, the one common to all countries where such competition exists and the other peculiar to countries in which the railways are wholly or largely owned by the State. Even in the former case, it is not a matter of a straight fight between the two forms of transport: the public are involved in it because motor transport, as far as we are able to foresee at present, cannot entirely take the place of rail transport. One of the first essentials to the agricultural and industrial prosperity of a country is the transport of coal, mineral ores, agricultural produce and such heavy and bulky commodities as iron and steel products, etc., at very low rates. The need for this is specially important in a country of very long distances like India, where a great deal of such traffic on railways does not bear its full share of the total sum required to pay all expenses together with interest on capital. These low rates are only possible owing to the higher charges that have been fixed for the more valuable traffic in accordance with what such traffic can well afford to pay. Experience has shown that, all over the world, it is the more highly rated traffic that railways are losing to the roads. We have not in this country come as yet to the necessity of enhancing rates generally on the lower rated commodities, but with unrestricted competition this must eventually be unavoidable. Though road competition has not yet brought us to that stage, its effect on our ability to reduce charges has already to be considered. We are constantly assailed with demands for a general reduction of rates and fares and we are always examining the possibilities of increasing traffic by reductions in passenger fares and in rates for various commodities. Our scope for making such reductions is likely to be seriously restricted if we continue to lose traffic to the roads.

11. There is another feature of this competition which threatens to hit the public. With regard to this feature I speak only of the East Indian Railway, but I have no doubt that other railways have been or will be affected in the same way. On some branches earnings have been so diminished by the loss of passenger traffic that I have had to examine the advisability

of closing down these branches altogether. This may even now be necessary, but, if we are to lose the higher paying goods traffic as well, the closing down of many branches all over the country will be inevitable. The result would then be that quite considerable towns would have to depend entirely on the roads. I know that many of those who are interested in the motor industry affect to look upon railways as almost archaic, but I doubt if the opinions of the inhabitants of towns which would have to revert to the road for the import of coal and the movement of agricultural produce would be quite the same.

12. There are many areas in India still needing development and, but for the complication introduced by road competition, these areas would, in due course, have been opened out by the construction of railways. It is now highly improbable that any railway administration, except possibly in South India, will undertake such construction in the future if there is any prospect of unregulated competition from existing or future roads, and, therefore, in many areas motor transport will have immense opportunities. Future railway construction in this country will probably be almost entirely restricted to chord lines and through routes.

13. The second aspect of the problem more directly affects the State and, consequently, the tax-payer, nearly eight hundred crores of whose money is invested in State Railways, including those worked by companies. As explained by Sir Guthrie Russell at the Road-Rail Conference, the annual obligations of the Railway Board amount to 103 crores on account of payment of working expenses, interest charges on State capital, guaranteed interest on the capital contributed by the companies, depreciation charges and a contribution to the general revenues of the Central Government of one per cent. on the capital at charge. During the last two years this last contribution has been impossible and during recent years it has only been possible to pay the whole of the other charges from the reserve fund, and, after that had been exhausted, by temporarily raiding the depreciation fund. It is obvious that the more the earnings of the State-owned railways are depleted, the less revenue the Central Government will be able to share out to the Provincial Governments, which will have to make good the deficits from the tax-payer. I am far from advocating the repressive measures against motor competition which some Governments owning State Railways have taken, but it is clear that the public cannot afford to look on unconcerned and take the best that immediately offers to them from both forms of transport unless they are properly regulated and co-ordinated.

14. For the railways to meet the competition effectually is not easy. Quite apart from the fact that over half the mileage of railways in this country has roads parallel to it within ten miles, the railways, when they were constructed, were generally not taken through or into the towns and villages like the roads, but were kept outside. The difficulties in competing are further enhanced by the far greater capacity and flexibility of the roads. On a single line of railway, which is what most branches consist of, a very limited number of trains can be run in a given time. To increase this capacity by doubling, interlocking and improvement of track would cost in the aggregate a prohibitive amount and even then the capacity would fall short of the road capacity.

15. Reasonable competition is good for any industry or transport concern; so also is the urge to us to put our house in order. Both have undoubtedly acted as spurs to us and administrations have done and are still doing a great deal to make railway travel more attractive; in many parts they have retained and even regained traffic by quoting cheap return tickets, introducing quick and more frequent services, and running light trains with halts between stations at villages and at road crossings. We have also improved our publicity. Although such methods have been successful in many parts, there are a number of branch lines which have not a hope of competing successfully against road competition. This applies specially to the Light Railway Companies, whose tracks are usually laid on the side of the road and whose shareholders are almost invariably guaranteed a minimum rate of interest by either the Government of India, the Provincial Government or the District Board. Here again, the tax-payer has to foot the bill.

16. Mr. Jarrad last year advocated the advisability of 'taking advantage of cheap money and cheap markets to take in hand such works as will be required to

meet increased traffic and such works as must be undertaken in the near future. After another year of curtailed expenditure this is even more advisable now than then. I do not doubt that the Government and the Railway Board realize this, still I feel that I should stress the importance of being prepared for the trade revival when at long last it comes. Such money as can be made available, whether under capital or depreciation, should be spent on the Open Line in improvements and replacements with the object of enabling railways to deal efficiently and expeditiously with all the traffic offering when traffic revives. One of our greatest needs is the replacement of a large number of wagons, which, though they have not yet reached the age of condemnation, are uneconomical to maintain.

17. Finally, Gentlemen, I come to a subject which is of extreme importance to all railways in India, more particularly to State-managed railways; I refer to the future control of railways under the new constitution. Experience throughout the world has shown that, whatever the inherent merits of State control and management may be, they are everywhere apt to be vitiated by influences arising from political considerations. In this connection I will quote one significant sentence from Brigadier-General Hammond's "Memorandum on the Statutory Control of Railways." The sentence is:

"Further, the intrusion of any political atmosphere into the details of day-to-day management cannot fail to be harmful to efficiency."

I do not suppose there is a single railwayman in this room who is not convinced of the truth of this statement, and from the little that has transpired, it is evident that those responsible for evolving the proposals for the Statutory Railway Board were not unmindful of the necessity for keeping the administration of railways in this country as free as possible from political interference.

18. That opposition should be displayed to these proposals in some circles is only to be expected, but it is difficult to understand why the straightforward efforts that are being made to avoid defects so evident in other countries, should be regarded by some people as a subtle scheme to promote British interests at the expense of Indians and Indian commerce and industries. In criticising the proposals for the Indian Statutory Railway Board, it is not sufficient to point out that in other British dominions the railway administrations are entirely under the control of the legislatures. A proper appreciation of the results of such control on the efficient administration of the railways is necessary, for surely we should learn from the mistakes of other countries. Incidentally, it should be noted that the Union Government have recently appointed a Commission under the chairmanship of Sir Guy Granet to enquire into the administration of the South African Railways and Harbours. Of one thing I am quite certain, that is, that if the Statutory Railway Board were constituted without the proposed safeguards against political domination, it would not be long before the Indian Chambers of Commerce would be clamouring for a Commission of Enquiry.

19. I do not expect the opponents to the suggested safeguards to agree with me, but at least I hope they will give me the credit of being entirely disinterested, as, in a few months, I shall have left this country for good. Perhaps they will even believe me when I say it is the interests of India and Indians that I have primarily in mind; it could not be otherwise after spending, including the years of my early boyhood, over forty years in this country.

The Hon'ble Sir JOSEPH BHOSE, Member, Commerce :—

Mr. Hannay and Gentlemen:—Once again you have gathered at the scene of your annual labours to pool your varied knowledge and experience for the benefit of the Railways of India. In the uncertainty which to-day envelopes the working of the forces, social, political and economic, which are shaping the future of our own national life and that of the world, it would be the height of unwisdom to attempt to forecast or to prophesy in matters which have seemed of late to elude the working of natural laws. What is perhaps the wiser course in these circumstances for an administration to follow is to carry on with caution and yet with a vigilance ready and prepared to take advantage of and to meet changes which may at any moment unexpectedly overtake it. That I think I may fairly say has been the general attitude and policy which has inspired Railway Administration during the past year. I ventured at

the time I presented the last Railway Budget to the Legislature a mild essay into the region of conjecture. I said that there appeared to be some reason to hope that we had at last plumbed the depths of depression. If Railway earnings are any guide, that hazardous suggestion would appear to be at the moment a not inaccurate forecast. No one would be bold enough to deduce and prophesy a firm recovery from the signs at present visible, but there is justification for the hope that downward progress has at least been arrested. I need say little in regard to that campaign of economy in which all of us have been so strenuously engaged for the past two years. So far as the Railways are concerned, the larger and more spectacular economies have for the most part been effected, but there are still substantial possibilities yet before us. We hope it may be possible for Mr. Pope to pay us another short visit this cold weather and to help us with advice on the pursuit after further economies on which we have now embarked at his instance. I have no doubt that if that pursuit is steadily and relentlessly followed the savings that we will in the ultimate resort achieve will be substantial in the aggregate, even if in individual cases they may appear by comparison to be small.

I propose this morning to avoid all questions of high policy and to confine myself to a problem of growing practical importance to Railway Administrations which may in the near future assume really serious proportions. We have all been gravely exercised by the competition which in recent times Railways have been called on to face. I frankly confess that I am one of those who believe in fair competition as a means of ensuring to the public good value for its money and who look with a critical eye on most forms of monopoly. But I am a believer in Railways and I am confident that, if they adapt themselves to altering circumstances, they will continue to fill in the future as vital a role in relation to the transport needs of the country as they have done in the past. During the course of the Rail-Road Conference held last April a suggestion was made—I will put it no higher than that—that the attitude of the Railways in India was too much a take it or leave it attitude and that this was to a substantial extent responsible for the inroads which competitive motor traffic has been able to make upon their earnings. Now, whatever may have been the policy of Railway Administrations years ago, and I am not qualified to speak of past history in this matter, I am quite satisfied from my short experience of the past 18 months that the suggestion is absolutely without foundation today. Nothing has struck me more than the meticulous care with which all suggestions for improving the service of the Railways to the public are examined. This is so in the Railway Board and I have no doubt that it is equally true of the various Railway Administrations. Nevertheless, a confession of faith can do no harm and I am prepared to make one. I believe that co-ordination of transport services is absolutely essential, especially in a poor country like India, if development is not to be unduly or improperly delayed. I am myself by no means pessimistic and hope that, despite the admitted obstacles to co-ordination, it will in some substantial measure be eventually secured. But it is not on co-ordination alone that Railways must rely. I do believe that there is only one sure way in which the Railways can hope to meet the competition which unforeseen transport developments of the future may have in store for them. What these developments will be it is impossible to prophesy today, but for such developments they must be prepared. It is only on the one hand by increasing the efficiency of Railways on the technical and administrative side combined with the utmost economy in working and on the other hand by straining every nerve to increase their utility to the public, that Railways will be able to face a competition that must inevitably grow with the years. Railways can ultimately only ward off the competitive challenge of their rivals if they realise, as I know they do realise, that they must offer something more attractive to the public than that which their rivals can give.

Since last the Conference met death has removed three of its members who had for long been connected with its activities. May I offer my sympathy in this loss. I fear that in the coming year two more members of the Association will through retirement also be severing a long and honoured connection with the Railway Administration of this country—your President, Mr. Hannay and your Secretary, Mr. Bliss. That you will miss them greatly I have no doubt. They have rendered yeoman service to the Association and it will not be easy to replace them. They at any rate will in retirement be able to look back on a record of

service to this country which I think can bring them nothing but satisfaction. In conclusion, may I offer you my best wishes for a successful Conference and express the hope that your deliberations will again, as in the past, yield results of value to those charged with the working of the Railways of India.

MR. BRAYSHAY, Chief Commissioner of Railways :—

Mr. President, Sir Joseph Bhore and Gentlemen : I have not much to say and will not detain you more than a few minutes. I note that the session of the Conference is now-a-days programmed to last only 3 or 4 days, whereas only a few years ago it took a week or ten days. I think I am right in saying that this is due not to a decrease in the volume or importance of the work of the Conference but to improvements in organisation and increase in efficiency. I am afraid that a few cases which the Railway Board have to discuss with individual Agents have unavoidably been pushed forward into the time allotted for the Conference session and I wish to say that the Railway Board are particularly anxious that such discussions should not interfere in any way with the work of the Conference.

Last year Sir Guthrie Russell mentioned the desirability of decentralisation by the greater delegation to Agents of powers to dispose of less important matters. Some action has been taken by the Board in this direction and they will be glad to receive suggestions from Agents for further action that will avoid unnecessary references to them.

One of the subjects that has occupied the attention of the Railway Board, and also of all Railway Administrations, recently is an easily understandable demand for the reduction of rates and fares. It has received the closest attention and in a great many instances reductions have been made where there has seemed a reasonable chance of a justifiable increase in traffic and even in some cases when the chances of success are not too bright. But I think it desirable to bring to notice the fact that Railways are working at a deficit and, however much they may try to induce traffic by such reductions, they are financially not able to subsidise trade and they cannot undertake reductions in rates and fares without a reasonable chance of making up on the increase in volume of traffic.

Mr. Hannay has suggested that the time has come when the programme expenditure of Railways might be increased, firstly to take advantage of the low prices prevailing and secondly to afford assistance to industries in these difficult times. Our traffic is not, of course, at present sufficient to justify any material increase in facilities but I might mention that in the programmes for 1934-35 which we have been considering recently we are recommending an expenditure of some 2½ crores more than that of the present year which will mainly be devoted to track and bridge work and miscellaneous remunerative works.

In conclusion, I would like to say how very much Railways will feel the loss of Mr. Hannay when he retires next year and also how much they will miss the valuable services of your popular Secretary, Mr. Bliss.

Gentlemen, I wish you every success in your deliberations.

Proposed by Mr. Highet (North Western Railway) and seconded by Mr. Jarrad (Bengal Nagpur Railway):—

That the following subjects which fall under Fundamental Rule 2 or 7 be discussed **Proposal at this Conference :—**

Subject No.	Subject.	Falling under Fundamental Rule.
5	Proposals for the re-organization of the Indian Railway Conference Association	2
6	Proposed revision of General Classification of Goods	2
7	To consider the Seventh Report of the Mechanical Section :— Subjects Nos. M/119, M/120, M/122 and M/124	2
8	To consider the Sixth Report of the Electrical Section :— Subjects Nos. E/84, E/86 to E/88 and E/90	2
9	To consider the Second Report of the Medical Section :— Subjects Nos. MD/12, MD/15, MD/17 and MD/18	2
17	Penalty for the loss of passes	3 and 7
18	Rules for the interchange of privilege ticket orders—Rule 93 of Conference Regulations, Part II, 1933-34 edition	3 and 7
19	Uniformity of free pass rules on railways	3 and 7
20	Issue of passes and privilege ticket orders to dependent relatives of employees—Rules 92(ii) and 93(ii) of Conference Regulations, Part II, 1933-34 edition	3 and 7
21	Issue of passes to Railway Nursing Sisters	3 and 7
22	Proposed issue of free passes to retired Officers and their families and to the families of deceased Officers	3 and 7
23	Uniformity in the home line privilege ticket order rules on railways ..	3 and 7
24	Rules for the interchange of free passes—Interpretation of rule 92 (1) (f) of Conference Regulations, Part II, 1933-34 edition	3 and 7
25	Issue of privilege ticket orders by a direct route	3 and 7
26	Rail-Road competition—the best methods to be adopted by railways to safeguard their interests	1 and 7
27	Extension of time limit for adjustment of undercharges and overcharges on through traffic with Civil and Military Departments of Government	1 and 7
28	Time limit for adjustment of joint station expenses	1 and 7
29	Segregation of passengers suffering or suspected to be suffering from infectious or contagious diseases	2 and 7
30	Hot axle boxes—action to be taken by railways to reduce the number of (Broad Gauge)	1 and 7
31	Period of availability of ordinary return tickets and fraudulent use of return journey tickets	3 and 7
32	Audit and maintenance of the accounts of the Indian Railway Conference Association	2 and 7
33	Renewal of Broad Gauge “uneconomical” General Service wagons.	2 and 7

The proposal was put to the vote and CARRIED unanimously.

Resoluti

Proposed by Mr. Bliss (Assam Bengal Railway) and seconded by Mr. Tylden-Pattenson (Great Indian Peninsula Railway) :—

al No. 2. *That the following subjects on the Agenda be referred to Sub-Committees constituted as under :—*

SUB-COMMITTEE No. 1.

Members :

Mr. A. N. J. HARRISON	..	..	B. B. & C. I. Railway (<i>Chairman</i>).
Mr. C. A. MUIRHEAD	..	..	S. I. Railway.
Mr. D. A. FETTES	..	..	R. & K. Railway.
Mr. R. G. MANSON	..	..	A. B. Railway.
Mr. G. W. N. ROSE	..	..	J. S. Railway.
Mr. L. V. PARMAR	..	..	Morvi Railway.
Dr. T. SCORESBY-JACKSON	..	..	B. B. & C. I. Railway (to be co-opted for Subject No. 29).

Subject No. 3.—Uniform system of stamping dates on passenger tickets.

Subject No. 11.—To approve of the audited expenditure of the Indian Railway Conference Association for the financial year 1932-33 and estimate of expenditure for the financial year 1934-35.

(A) Conference Branch,

(B) Interchange Branch including Neutral Control.

Subject No. 28.—Time limit for adjustment of joint station expenses.

Subject No. 29.—Segregation of passengers suffering or suspected to be suffering from infectious or contagious diseases.

SUB-COMMITTEE No. 2.

Members :

Mr. H. N. COLAM	..	..	M. S. M. Railway (<i>Chairman</i>).
Mr. A. E. TYLDEN-PATTENSON	..	..	G. I. P. Railway.
Mr. J. FEARFIELD	..	..	Bk. S. Railway.
Mr. F. H. BIBRA	..	..	B. S. Railway.
Khan Bahadur A. A. KHAN	..	..	Mysore Railways.
Mr. H. F. LOCKWOOD	..	..	N. W. Railway.
Mr. D. M. S. ROBERTSON	..	..	E. I. Railway.
Mr. R. W. F. BUTTERFIELD	..	..	B. B. & C. I. Railway.

Subject No. 17.—Penalty for the loss of passes.

Subject No. 18.—Rules for the interchange of privilege ticket orders—Rule 93 of Conference Regulations, Part II, 1933-34 edition.

Subject No. 19.—Uniformity of free pass rules on railways.

Subject No. 20.—Issue of passes and privilege ticket orders to dependent relatives of employees—Rules 92(ii) and 93(ii) of Conference Regulations, Part II, 1933-34 edition.

Subject No. 21.—Issue of passes to Railway Nursing Sisters.

Subject No. 22.—Proposed issue of free passes to retired Officers and their families and to the families of deceased Officers.

Subject No. 23.—Uniformity in the home line privilege ticket order rules on railways.

Subject No. 24.—Rules for the interchange of free passes—Interpretation of rule 92 (1) (f) of Conference Regulations, Part II, 1933-34 edition.

Subject No. 25.—Issue of privilege ticket orders by a direct route.

SUB-COMMITTEE No. 3.

Proposal No. 2.—
(concl'd.)

Members :

Mr. V. E. D. JARRAD	..	..	B. N. Railway (<i>Chairman</i>).
Mr. J. C. HIGHER	..	..	N. W. Railway.
Mr. R. L. BLISS	..	..	A. B. Railway.
Mr. J. WILLIAMSON	..	..	B. & N. W. Railway.
Rai Bahadur B. R. SINGH	..	..	E. B. Railway.
Mr. P. H. MAFLIN	..	..	N. S. Railway.
Mr. J. W. GORDON	..	..	Jodhpur Railway.
Mr. C. V. BLISS	..	..	(General Secretary, I. R. C. A.).

Subject No. 5.—Proposals for the re-organisation of the Indian Railway Conference Association.

SUB-COMMITTEE No. 4.

Members :

Mr. A. W. PARSONS	..	..	M. S. M. Railway (<i>Chairman</i>).
Mr. J. C. ROSE	..	..	E. I. Railway.
Mr. J. H. F. RAPER	..	..	G. I. P. Railway.
Mr. W. G. L. GILBERT	..	..	S. S. L. Railway.
Mr. F. R. HAWKES	..	..	N. W. Railway.
Mr. G. D. MOORE	..	..	B. B. & C. I. Railway.

Subject No. 26.—Rail-Road competition—the best methods to be adopted by railways to safeguard their interests.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 2.

SUBJECT No. 1.

Resolutions of the Standing Committee.

Proposed by Rai Bahadur B. R. Singh (Eastern Bengal Railway) and seconded by Mr. Hicks (Burma Railways):—

That the resolutions of the Standing Committee, as printed in Appendix A, Proposal No. 3. be recorded.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 3.

SUBJECT No. 10.

To consider the General Secretary's report on the Wagon Pool for the year ending 31st March 1933.

(*Fundamental Rule 1*).

Proposed by Mr. Colam (Madras and Southern Mahratta Railway) and seconded by Mr. Tylden-Pattenson (Great Indian Peninsula Railway):—

That the General Secretary's report on the Wagon Pool for the year ending 31st March 1933 be recorded.

Resolution No. 4.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 12.

Advisory Committees—appointment of—for the year 1934-35.

(Fundamental Rule 1).

Proposed by Mr. Colam (Madras and Southern Mahratta Railway) and seconded by Mr. Harrison (Bombay, Baroda and Central India Railway) :—

Proposal No. 5. *That an Advisory Committee (Advisory Committee No. 25) constituted as under be appointed to report on "Cost of operation of light trains" :—*

Rai Sahib Ram Kishan (G. B. S. Railways), Chairman,

Mr. J. J. C. Paterson (B. B. and C. I. Railway),

Mr. J. B. Remington (G. I. P. Railway),

Mr. J. C. Rose (E. I. Railway),

Mr. H. A. Outhwaite (H.E. H. the N. S. Railway)

and

a representative of the North Western Railway.

Resolution No. 5. The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 13.

To consider whether the suspension of the Engineering Section (including the Signal Engineers' Committee) and Personnel Section be continued.

(Fundamental Rule 1).

Proposed by Mr. Highet (North Western Railway) and seconded by Mr. Colam (Madras and Southern Mahratta Railway) :—

Proposal No. 6. *That the Engineering Section (including the Signal Engineers' Committee) and the Personnel Section be revived from 1st January 1934.*

Resolution No. 6. The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 14.

Election of members to form the Executive Council, nomination of officers to serve on the Sections and confirmation of election of members to the Interchange Committees.

(Fundamental Rule 1).

(a) Election of members to form the Executive Council for the year 1934-35.

Proposed by Mr. Highet (North Western Railway) and seconded by Khan Bahadur A. A. Khan (Mysore Railways) :—

Proposal No. 7. *That the following delegates be elected to form the Executive Council for the year 1934-35 :—*

Mr. V. E. D. Jarrad (B. N. Railway).

Mr. R. L. Bliss (A. B. Railway).

Sir Percy Rothera (S. I. Railway).

Rai Bahadur B. R. Singh (E. B. Railway).

Resolution No. 7. The proposal was put to the vote and CARRIED unanimously.

(b) Nomination of officers to serve on the Sections and confirmation of election of members to the Interchange Committees for the year 1934-35.

Proposed by Mr. Highet (North Western Railway) and seconded by Khan Bahadur A. A. Khan (Mysore Railways) :—

Sections.

Proposal No. 8. *(i) That the officers nominated by Railways as members of the Electrical, Engineering, Mechanical, Medical and Personnel Sections, as printed in Appendix B, be elected as members of the Sections for the year 1934-35.*

Audit and Accounts Committee.

(ii) (a) *That the election of the following members to the Audit and Accounts Committee be confirmed :—* Proposal No. 8.
—(concl'd.)

Mr. M. K. Mitra	..	..	(A. B. Railway).
„ P. M. Rau	..	..	(E. I. Railway).
„ R. W. F. Butterfield	..	..	(B. B. & C. I. Railway).
„ D. C. Campbell	..	..	(E. B. Railway).
„ T. K. Rajagopalan	..	..	(G. I. P. Railway).

(b) *That the following members of the Committee who retire by rotation from 1st April 1934, be re-elected :—*

Mr. S. R. Ewing	..	..	(B. N. Railway).
„ L. V. Parmar	..	..	(Morvi Railway).

and that Mr. J. M. Hartley, Auditor, Darjeeling Himalayan Railway, be elected from 1st April 1934 in place of Mr. W. C. Morley, Auditor, Bengal Doonars Railway, who also retires by rotation.

Commercial Committee.

(iii) (a) *That the election of the following members to the Commercial Committee be confirmed :—*

Mr. G. D. Moore	..	..	(B. B. & C. I. Railway).
„ F. R. Hawkes	..	..	(N. W. Railway).
„ J. H. F. Raper	..	..	(G. I. P. Railway).
„ H. E. Williams	..	..	(N. S. Railway).
„ E. A. Leakey	..	..	(B. N. Railway).
„ R. Hannay	..	..	(B. & N. W. Railway).
„ A. W. Parsons	..	..	(M. S. M. Railway).
„ J. C. Rose	..	..	(E. I. Railway).

(b) *That Khan Bahadur A. A. Khan (Mysore Railways) who retires by rotation from 1st April 1934, be re-elected and that Mr. G. S. Bocquet, Traffic Manager, Eastern Bengal Railway, be elected in place of Mr. R. G. Manson, Traffic Manager, Assam Bengal Railway.*

Operating Committee.

(iv) *That the election of the following members to the Operating Committee be confirmed :—*

Mr. J. J. C. Paterson	..	..	(B. B. & C. I. Railway).
„ A. Duncan	..	..	(B. N. Railway).
„ R. L. Ray	..	..	(E. I. Railway).
„ D. M. S. Robertson	..	..	(E. I. Railway).
„ J. B. Remington	..	..	(G. I. P. Railway).
„ A. D. Hickie	..	..	(S. I. Railway).
„ L. W. van Someren	..	..	(E. B. Railway).
„ H. F. Lockwood	..	..	(N. W. Railway).

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 8.

The Conference adjourned at 12 NOON to Thursday, the 12th October 1933, the Sub-Committees sitting in the meantime.

PROCEEDINGS OF THURSDAY, THE 12TH OCTOBER 1933.

The Officers present were the same as on Wednesday, the 11th October 1933. The Proceedings of Wednesday, the 11th October 1933, were read and confirmed.

SUBJECT No. 2.

To confirm the proceedings of the Commercial Committee for Interchange.

(Fundamental Rule 1).

The Conference went into Committee of Conference.

MR. A. W. PARSONS in presenting the Proceedings said :—

Mr. President, Sir, before presenting the report of the Commercial Committee for Interchange, may I refer briefly to the profound regret we as a Committee feel at the loss by death of two of our Members, Mr. Chase of the N. W. Railway and Mr. Neely of the B. N. Railway. Both these gentlemen have been members of this Commercial Committee for very many years and their wide experience and sound judgment were of very great benefit to us in our deliberations.

During the year our Commercial Committee held the usual three meetings, and dealt with very nearly 200 subjects, of which some 50 were referred to them by the Conference. In presenting this report last year Mr. Neely referred to the fact that the matter before the Conference was that dealt with in July and October 1931, and February 1932. Exactly the same is the case this year. One of the subjects dealt with by the Commercial Committee in July of last year was that of road motor competition. The N. W. Railway asked the Railway Board for sanction to reduce the rates by 50 per cent. in order that they might regain some of the traffic which had been lost to them by the road. That subject was referred to by you yesterday in your address, Sir. The Railway Board suggested that they would like the opinion of the Commercial Committee and it was dealt with at their July meeting in 1932. Their resolution was placed before the Standing Committee and orders were issued by the Railway Board in October. I merely mention that because it was one of the subjects which was dealt with in the July meeting of 1932 and but for our own rules would have been dealt with in Conference here this time last year. Among the other subjects of importance was the cancellation of Conference Regulation—the old members will know it as 23 and later revised as 24—which relates to the Railway having entire control of the route, being allowed to fix the rate and carry the traffic. It was felt that there was not sufficient justification for the retention of that rule in view of the general opinion of Railways and it has now been cancelled. I referred a moment ago to the fact that the July proceedings of 1932 were not before the Conference in 1932. Exactly the same position exists this year and I think it is to be regretted that our own rules place us in this position. On a suggestion made by the G. I. P. Railway when considering the proposals of Mr. Jarrad in his Presidential address last year, the Commercial Committee have made a suggestion on Subject C/284 to expedite our business, and it is felt that if it is agreed to it should be possible to deal at the Conference with the major subjects dealt with by the Commercial Committee in July by a slight re-arrangement of our business.

The only other subject I think I need refer to among this very large number is our old friend the revision of the classification of whom we all stand, if I may say so, in respectful awe. Last year the Conference passed this subject to the Railway Board, 6 months later it came back and there is yet another resolution before this Conference. However the manner of its return suggests that the present is not an opportune time to press this matter to a definite issue. I present the report of the Commercial Committee.

MR. COLAM :

Mr. President, at the preliminary meeting you asked that we should be brief in our formal business and therefore if I merely express the view that we are very grateful to the Commercial Committee for all the work they have done for us this year I hope they will realise that our thanks, though very brief, are quite sincere.

Proposed in full Conference by Mr. Colam (Madras and Southern Mahratta Railway) and seconded by Mr. Fearfield (Bikaner State Railway):—

That the proceedings of Meetings Nos. 19, 20 and 21 of the Commercial¹ Proposal No. 9. Committee for Interchange be confirmed.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 9.

SUBJECT No. 6.

Proposed revision of General Classification of Goods.

(Fundamental Rule 2).

PRESIDENT :

We will discuss this subject in Committee of Conference. Perhaps Mr. Parsons, as Chairman of the Commercial Committee, would open the discussion.

MR. PARSONS :

I had the honour of addressing Conference last year on this subject and drew attention to the fact that as long ago as February 1923 the necessity for a special whole-time Committee to deal with this subject was under consideration. Conference decided (and in view of the fact that in England it took some seven years to re-arrange the Classification and that within 18 months of the Classification coming into force 60% of the traffic was being carried at special rates, *i.e.*, not the standard rates agreed upon) and probably wisely that it would be advisable to attempt simplification by some easier method than that entailing a complete revision of the existing classification. I traced the history of the attempts made to simplify accounting and stated that they had all been found impracticable ; that we were now therefore where we were in 1923 : that our Audit Offices still maintained an army of clerks whose duties consist in raising debits, and our Traffic Offices a similar army either making refunds or arranging clearance of debits. I think that simplification is a matter which we (Railways) can arrange, but as it would be little use putting our house in order if the policy is to be changed, we suggested that we should like a lead from the Railway Board. That was the suggestion put forward by Conference last year. The Railway Board accepted the resolution of Conference but said that they did not propose at present to undertake any revision of the Classification. In the interim they asked individual Railways certain questions which the Commercial Committee now submit can only be answered by the work of the suggested whole-time Committee, and that in turn this Committee would require a considerable volume of information and statistics before being in a position to report.

MR. ROBERTSON :

Mr. President, Sir, the view of this Railway is that the recommendation of the Commercial Committee to appoint a whole time Advisory Committee is not as clear as it should be. We have thought such a Committee should be appointed, but merely to consider and report on the general and detailed information and statistics which each Railway would be required to prepare. When the Railway Board consider that the time is ripe for a further investigation of the subject then the lines on which the Committee would have to proceed would have already been laid down and the necessary details can then be compiled. The time is hardly ripe yet for an actual revision of the General Classification in view of the fact that economic conditions are unstable.

PRESIDENT :

That is a more concrete suggestion, which goes part of the way. Has anybody got anything to say about that ?

MR. MOORE :

I think, Mr. President, as a member of the Commercial Committee, it was in the minds of most of us that was precisely what we had in view. Anybody attempting to answer the references raised in the Railway Board's letter would find the first thing he was up against is lack of information. There are very few Railways in this country that maintain anything in the nature of Zone Statistics for Goods Traffic, and I think one of the primary functions of any Committee would be to decide upon the statistical information that has to be tabulated.

PRESIDENT :

May I ask whether this suggestion is for a whole-time Committee ?

MR. MOORE :

The proposal in the Commercial Committee resolution was for a whole-time Advisory Committee.

PRESIDENT :

For this particular purpose as well ?

MR. MOORE :

That would be the initial step.

PRESIDENT :

Thank you. I would like to ask one question. This proposal is for a whole-time Committee which must obviously be of experts, and therefore, Rates people. Is any Railway in a position to spare an expert Rates man for whole-time work on this Committee ?

MR. PARSONS :

They would have to be put on for the whole-time and their places would have to be filled temporarily. But surely, Sir, if it is to be done it is more convenient to do it now than it will be in a few years' time when we are all very busy.

PRESIDENT :

It seems to me we must be ready with a concrete proposal. It is no good recommending something and then when we are asked to name the men for the special duty to say we haven't got any. However that is only a question I asked, it is not for me to say.

MR. R. L. BLISS :

If I have understood Mr. Parsons correctly his proposal is that a whole-time Committee should be appointed now to collect statistics, and then when the time is ripe we should have the information. It seems to me that when the time is ripe the statistics will be out of date, so your whole-time Committee must be appointed now and go straight ahead.

MR. J. C. ROSE :

The real intention should be to have a whole-time Advisory Committee to lay down what general and detailed information and statistics would be necessary for purposes of re-classification. It stands to reason that it is no good getting out statistics at the moment, or until such time as the final Committee is appointed to re-classify. Otherwise your information and statistics will be out of date.

MR. JARRAD :

The suggestion seems to be that there should be an Advisory Committee which will formulate the lines on which the Advisory Committee will work when the time is ripe and it is appointed. If that is the case I should like to suggest that the Commercial Committee, which has been dealing with this subject, would be the right and proper Committee to formulate the line of procedure which will be subsequently followed by the Advisory Committee when appointed. Is that more or less, Mr. Rose, what you were suggesting ?

MR. J. C. ROSE :

No, Sir, it is not quite that, because I do not think the Commercial Committee is in a position to devote the time and labour necessary to decide what statistics and general information you will have to get out. It is rather a big job and individual railways will have to be consulted in the matter.

PRESIDENT :

May I ask who it is suggested should take up this work ?

MR. J. C. ROSE :

They will have to be Rates men with a knowledge of re-classification and certainly senior men at that.

PRESIDENT :

Then the proposal would be for a certain number of senior Rates men to draw up a scheme for an Advisory Committee ?

MR. J. C. ROSE :

Well, it is more to decide what general and detailed information and statistics will have to be got out by the Railways for the purpose of consideration of the classification issue, because it is obvious that for most commodities suitable information and statistics are not available and so you will have to secure very detailed information with regard to each particular item.

MR. PARSONS :

May I add to what I said before ? I had the honour of serving on the Rates Advisory Committee for a period of a year and had opportunities of studying the Tariffs of other countries ; Chinese, Continental, particularly Germany, Switzerland, France and American Tariffs. What I feel is, having in mind what has happened in America and in England, that we ourselves should do something. The latest letter from the Railway Board rather suggests that the matter is to be left over to the new Statutory Board for disposal. When this Statutory Board is in power, this country will give the same attention to the question of Classification as was the case in England, and Railways in India will then be very much in the same position as were Railways in England a decade ago.

PRESIDENT :

Aren't you going back ? The present discussion is about the appointment of a Committee to suggest the initial outline of the enquiry.

MR. PARSONS :

What I was attempting to suggest, Sir, was that that outline would not be acceptable to the Statutory Railway Board. They will probably demand the whole question being gone into *de novo*, whereas if we do it now it may not be necessary to revise it again in five years time. It will be a much smaller work now than it would be later on. I am taking the analogy of the English Railways where, after Railways had prepared the necessary Rates structure on a scientific basis, it took eight years to draw up a Classification agreeable to Traders all of which went by the Board within two years. That is the point I was attempting to make, Sir. If we do the work now, Railways are likely to benefit considerably more than if the subject is left over for another five years. We are merely carrying on, as was pointed out in the Dickinson's Report, very complicated systems of accounting necessitated by our own classification ; but to simplify that on its present basis would be insufficient if a change of policy is intended. If Conference recommend and the Railway Board agree to the appointment of a whole-time Committee, the Officers on that Committee would definitely have to be taken away from their ordinary duties probably for some months. If that Committee were appointed, they could meet as was suggested in 1923 for a few days and decide what information they wanted and then go back to their own particular jobs and assemble when that information had been tabulated. The Railway Board have definitely suggested that they do not, for reasons given, propose to do anything at present and I am wondering whether it is worth our suggesting that we should do something definitely. Conference has already said that on more than one occasion. My own opinion is that if it is to be tackled, it should be tackled at once and that anything that a special committee may do now—if limited merely in getting out statistics—will be of little value in three years time.

MR. J. C. ROSE :

Mr. President, I am afraid I have been misunderstood. I did not suggest statistics should be got out, but that the Committee should indicate to Railways what information and statistics will be necessary for purposes of re-classification. Without that information it would be premature to have a whole-time Committee sitting to re-classify when no railway would be able to supply them with the necessary information. I give you one instance, the question of telescopic scales for class rates is a matter that will obviously come up before the whole-time re-classification Committee, and for that purpose, particularly in through booking, a very detailed investigation will have to be made to decide what statistics will require to be got out. Locally, probably to each railway it is a simple matter but when it is a question of through booking we will have to know for the principal commodities what the volume of traffic is, and the earnings and so on, so that it is

obviously a case where we must decide beforehand what general information and statistics railways will be required to get out. Otherwise, it will be a waste of time for the Committee to take up re-classification straight away.

PRESIDENT :

Is the meeting in a position now to put up a definite resolution? Because if so we will go back into full Conference.

Gentlemen, I think as this is a very important subject and we have got to give the Railway Board a definite reply, not a reply that is simply throwing the ball back again; it has been backwards and forwards—this is the third time. We will postpone the discussion of this subject till tomorrow when we hope that the Commercial experts will provide us with a definite resolution.

(SEE PAGE 34).

SUBJECT No. 7.

To consider the Seventh Report of the Mechanical Section.

The Conference went into Committee of Conference.

Mr. J. J. C. PATERSON in presenting the report said :—

The Mechanical Section held one meeting during the year and dealt with 21 subjects. Four of these are before you on the Agenda under Fundamental Rule 2.

I do not think subjects

M/119—Performance of Poppet valves,

M/120—Composition Flooring,

M/124—Solidified oil,

will be of general interest to the full Conference and so I will not occupy your time by giving details of them unless information is desired.

Subject M/122—Latrine flushing—is however an important question. It was first raised by the Railway Board and the Mechanical Section appointed a Sub-Committee to consider the matter.

The Committee reported that it is not a practical proposition to adopt a system by which lavatories are flushed from an external water supply at stations. In nearly all cases the halting stations are too far apart and it would also necessitate special arrangements at the station to deal with the waste water after flushing. It would also be expensive. The Sub-Committee considered, however, that some improvement might possibly be effected by a system of tanks under the carriage frame from which the water would be pumped automatically to the overhead tanks.

The system has not proved to be a solution to our problem. In the first place the cost of fitting the equipment would be very large—at the rate of say Rs. 700 per coach and there would also be an increase in the cost of maintenance. It would be difficult to fill the tanks in the usual halt time of the trains. It would necessitate additional supply of water and pumping charges at many stations and also an increase in capital cost to enlarge the source of supply.

As an example of the cost involved the Great Indian Peninsula Railway estimate that the cost of installing apparatus for their system would be 6½ lacs and the recurring expenditure for the additional water required 1 lac and in addition the capital cost of enlarging certain watering stations.

Under the circumstances the Mechanical Section could not recommend the system and I regret to say that no solution to this very difficult problem has been obtained.

RAI BAHADUR B. R. SINGH :

In moving the following resolutions I beg to propose a vote of thanks to the Mechanical Section.

Proposed in full Conference by Rai Bahadur B. R. Singh (Eastern Bengal Railway) and seconded by Mr. Polwhele (Bengal Dooars Railway) :—

That the following resolutions of the Mechanical Section be accepted and the General Secretary be directed to forward a copy thereof, together with a copy of the

SUBJECT No. 7—SEVENTH REPORT OF THE MECHANICAL SECTION—(contd.)

reports referred to therein, to the Chief Controller of Standardization for information :— Proposal No. 10.
—(concl'd.)

Performance of locomotives fitted with Poppet valves (Subject No. M/119).

(Fundamental Rule 2).

Resolution M/119.—(i) From results of further experience, furnished in the reports submitted, the Mechanical Section are satisfied that :— (i)

- (a) An economy in coal consumption of engines fitted with Poppet valves as compared with similar engines fitted with piston valves is definitely proved.
- (b) Maintenance and replacement costs are low in comparison with the costs for piston valves with link motion.
- (c) Cylinder lubrication consumption is certainly not greater with the Poppet valve engines than with those fitted with piston valves.
- (d) Engines fitted with Poppet valves have given satisfactory service and are more efficient than similar engines fitted with piston valves.

(ii) This Section reaffirm, however, that at the present juncture it is not possible to express a definite opinion as to the relative merits of the types of Poppet gear hitherto reported on.

(iii) The Section recommend, therefore, that discussions on this subject should continue at future meetings. The Bengal Nagpur Railway to continue as Reporter.

(iv) The further report should comprise information on the following points :—

I.—New Locomotives—

- (a) Relative merits of Lentz and Caprotti Rotary gear.
- (b) Relative merits of outside and inside drive.

II.—Conversion Locomotives—

- (c) Relative merits of Rotary and Oscillating Lentz type gear with due regard to cost of conversion.
- (d) Relative merits of Caprotti gear as compared with (c) above.

Respective merits of steel or timber with a super-imposed composition flooring and a floor constructed of timber for coaching stock (Subject No. M/120).

(Fundamental Rule 2).

Resolution M/120.—The Section agree with the opinion expressed by the Chief Mechanical Engineer, Great Indian Peninsula Railway, under paragraph 5 in the conclusion of his report as reproduced below. The Section recommend that magnesite compositions should only be used on a wood foundation, the method of application being left to the individual Administration :— (ii)

5. It is doubtful if a success will ever be made of a floor wherein a magnesite composition is laid on a ferrous metal foundation. More success is anticipated with a wood foundation, and it is suggested that the effects of shrinkage and expansion of the wood will be less apparent if narrower boards than the 5" or 6" usually employed were used. It would appear from the Bengal Nagpur Railway's experience that the life of the boards would be from 11 to say 14 years and this approximates the life of the top floor boards when the floor is made of two sets of 5/8" boards. If this is borne out by more general experience the ease with which such floors can be cleaned would make them preferable for lower class stock and worth any slight increase in cost over that of a plain boarded floor.

The method of attaching the composition to the boards, whether by "keying" the boards or using expanded metal, screws or nails appears to be of minor importance.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 10.

SUBJECT No. 7-- SEVENTH REPORT OF THE MECHANICAL SECTION—(concl'd.)

Proposed by Rai Bahadur B. R. Singh (Eastern Bengal Railway) and seconded by Mr. Polwhele (Bengal Dooars Railway):—

Proposal No. 11

That the following resolution of the Mechanical Section be accepted and the General Secretary be directed to forward a copy thereof to the Railway Board for information in reply to their reference :—

Latrine flushing in lower class stock (Subject No. M/122).

(Fundamental Rule 2).

Resolution M/122.—(i) In view of the information available, the Mechanical Section are of the opinion that :—

(a) the capital cost of facilities for the additional supply of water,

(b) the recurring cost of supplying additional water,

(c) the capital cost of additional equipment on coaching stock,

(d) the recurring cost of maintenance of equipment on coaching stock,

render the scheme for automatically flushing latrines in lower class compartments unjustifiable.

(ii) They recommend therefore that the subject be withdrawn from the Agenda.

Resolution No. 11.

The proposal was put to the vote and CARRIED unanimously.

Proposed by Rai Bahadur B. R. Singh (Eastern Bengal Railway) and seconded by Mr. Polwhele (Bengal Dooars Railway):—

Proposal No. 12.

That the following resolution of the Mechanical Section be accepted and the General Secretary be directed to forward a copy thereof to the Chief Controller of Standardization for information in reply to his reference :—

Use of solidified oil for lubrication of rolling stock (Subject No. M/124).

(Fundamental Rule 2).

Resolution M/124.—(i) From the information available, the Mechanical Section are of the opinion that no case has been made out for the general substitution of solidified oil for liquid oil.

(ii) The Mechanical Section consider that it should be permissible for individual Administrations to use solidified oil on rolling stock.

Resolution No. 12

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 8.

To consider the Sixth Report of the Electrical Section.

The Conference went into Committee of Conference.

Mr. D. KERRIDGE in presenting the report said :—

Mr. President and Gentlemen, I have much pleasure in presenting the proceedings of the Electrical Section.

A reference to the agenda will show that altogether 13 subjects were dealt with, and the results are as follows :—

SUBJECTS COMPLETED.

E/84—Improved form of kent couplings.

E 86—Maintenance of train lighting equipment.

E/88—Rules for safe working on electrical equipment.

E 90—Model forms for terms and conditions suitable for inclusion in Draft Agreement or Memorandum for the purchase of electrical energy by Railways, and to consider the desirability of the sale of surplus energy by Railways to outsiders.

SUBJECT No. 8—SIXTH REPORT OF THE ELECTRICAL SECTION—(contd.)

SUBJECTS COMPLETED, BUT WHICH WILL RE-APPEAR AS CERTAIN RETURNS AND DETAILS OF TRIALS HAVE TO BE SUBMITTED FOR DISCUSSION.

E/94—Data of generating stations throughout Railways in India.

E/95—Maintenance of headlight equipments for engines.

E/91—Interchange of views on the different types of train lighting belting and belt fasteners.

E/92—To consider the practicability of using a gear driven instead of a belt driven dynamo for train lighting purposes.

E/93—Glass *versus* wooden boxes for train lighting cells.

SUBJECTS CARRIED FORWARD.

E/96—Charges for electrical items in Schedule of charges, Rules for Train Examiners.

E/85—Acid and Alkaline Cells—Reconditioning of electrolyte.

E/87—To report on refrigerating equipment suitable for operation on trains and specifications for same.

SUBJECT FOR WHICH A DEFINITE PROPOSAL WAS MADE, BUT WHICH WILL BE INDEFINITELY POSTPONED.

E/89.—To report on existing forms of Railway Electrical Accounts, etc.

In connection with the proceedings concerning the more important subjects, I have the following remarks to make :—

Subject E/85.—Acid and Alkaline Cells—Reconditioning of electrolyte.

The Sub-Committee appointed to report on this subject have not yet completed their investigation as the experiments at present being carried out on the N. W. Railway and the M. S. M. Railway have not yet been completed.

This subject is, therefore, carried over to the next meeting.

Subject E/86.—Maintenance of train lighting equipments.

It was noticed that Railways adopt different methods of maintaining train lighting equipments, and since the amount of capital involved is very considerable, it was thought advisable, in order to effect substantial economies, to standardise the maintenance methods, within certain limits depending on the conditions prevailing on each Railway.

My Section gave the subject very careful consideration and was unanimously of the opinion that in order to get the best results the maintenance of train lighting equipments should be under the complete control of the Electrical Department and in submitting this recommendation for your consideration I wish to point out that the only way to obtain the best results is to remove the dual control which exists on some of the Railways to-day.

Furthermore, my Section recommends that annual returns be submitted on a standard form showing the operating and maintenance costs to enable comparisons to be made which will assist in reducing such expenses.

Subject E/87.—To report on refrigerating equipments, etc.

The Sub-Committee appointed to investigate this matter put forward a very instructive report which describes the various means and systems for cooling and air-conditioning the air of Passenger trains together with a short report concerning Refrigerator Cabinets for Saloons, Special Carriages, Dining Cars, etc.

This report was fully discussed by my Section and a skeleton specification was drawn up to assist the Sub-Committee when continuing their investigation.

With regard to Refrigerator Cabinets, it was generally agreed that those at present in use were not suitable for use in Railway Coaching Stock in India and that it was advisable to separate the Cabinet from the Refrigerating Unit and that it should be designed to fit in with the design of the Coach : furthermore, it should be designed with a view to increasing its efficiency by sub-dividing it so that only a portion of the Cabinet need be opened at one time.

SUBJECT No. 8.—SIXTH REPORT OF THE ELECTRICAL SECTION—(contd.)

The Sub-Committee appointed will investigate this matter further and present a report for discussion at the next meeting.

Subject E/88.—Rules for safe working on electrical equipment.

I would like to draw the attention of this Conference to the importance of bringing these rules into force at the earliest possible date and to impress upon all the Railways in India the necessity for guarding against introducing such equipments or adopting such layouts as will prevent the rules being rigidly adhered to.

In the case of the G. I. P. Railway my Committee agreed that the strict application of these rules was not possible in connection with their 1,500 volt traction line equipment and that it would therefore be necessary that the rules be relaxed sufficiently to enable work to be carried out on such equipments, if under the direct supervision of an official not below the rank of Sub-Station Inspector, but they pointed out the necessity for that Railway re-designing the equipment as soon as possible to enable the rules to be strictly applied.

MR. JARRAD :—

Mr. President and Gentlemen, before moving the formal resolutions, I should like to propose a vote of thanks to the Chairman and Members of the Electrical Section for the valuable report presented to the Conference which has clearly involved a considerable amount of detailed work.

It is very satisfactory to note that of the 13 subjects referred to the Committee, 10, for all practical purposes, have been completed and only two subjects have been carried forward, while one subject at the instance of the Audit and Accounts Committee has been indefinitely postponed.

I am not competent to comment on the many technical matters dealt with in the report but I am in general agreement with the recommendation that the maintenance of train lighting should be under the complete control of the Electrical Department and I would go a step further and suggest that the cost of such maintenance should be debited to the Electrical Department. I make this suggestion from two points of view, firstly, it is not easy for sanctioning authorities—such as the Standing Finance Committee—when dealing with proposed increased cadre, to visualise the work of the Department concerned, when much of the expenditure incurred by the Department is debited to some other Department, and secondly, the tendency is for a Department to pay more attention to economy when it is debited with all the expenditure it incurs. My suggestion may not fit in with the existing requirements in regard to the presentation of Accounts but it might be borne in mind should it be considered practicable and desirable at some future date. With these remarks I propose a vote of thanks to the Section and its Chairman.

Proposed in full Conference by Mr. Jarrad (Bengal Nagpur Railway)
and seconded by Mr. Bliss (Assam Bengal Railway) :—

Proposal No. 13.

That the following resolutions of the Electrical Section be accepted :—

Improved form of Kent couplings (Subject No. E/84).

(Fundamental Rule 2).

(a)

Resolution E/84.—The Electrical Section having considered the report submitted by the Sub-Committee appointed under Resolution No. E/30 (1929) recommends that in view of the high cost of fitting the flexible armoured cable and the unsatisfactory results obtained with this cable during the tests made by the various Railways, the cab-tyre sheathed type cable be adopted for use on inter-carriage electric couplers and that, to avoid strain on the cores, the cable be reinforced either by a clip as suggested by the North Western Railway or by a grommet of whip cord round the cable sheathing inside the neck of the junction box as suggested by the Bengal Nagpur Railway.

SUBJECT No. 8—SIXTH REPORT OF THE ELECTRICAL SECTION—(contd.)

To report on refrigerating equipment suitable for operation on trains and specifications for the same (Subject No. E/87). Proposal No. 13.
—(concl'd.)

(Fundamental Rule 2).

Resolution E/87.—(i) The Electrical Section recommends the acceptance of the Sub-Committee's report and considers that detailed information and designs of suitable equipment should now be obtained from Manufacturers in order that the application of a system suitable for Indian Railways may be evolved.

(u)

(ii) In calling for detailed designs from Manufacturers the following skeleton specification should be stressed in the case of passenger stock :—

- (1) A system which does not necessitate the use of ice or evaporated water except as required for the adjustment of humidity.
- (2) Must be light, compact and reasonably silent.
- (3) Should preferably not depend upon the use of noxious gases.
- (4) There must be no risk of fire.
- (5) Must not necessitate the use of large quantities of water.
- (6) Must be simple in design.
- (7) Must be reliable.
- (8) Must not depend upon the supply of power from any of the existing train lighting equipments and must be entirely self-contained and operate efficiently without external assistance.
- (9) That the apparatus must be suitable for efficient operation under varying climatic conditions throughout the year and all over India.
- (10) Should be adjustable, as far as possible, to existing stock with the minimum of structural alterations.
- (11) Should occupy the minimum amount of space.
- (12) The design must take into consideration the prevalence of swarms of insects particularly with regard to the air filter.

(iii) As regards refrigerating cabinets, the Section is of the opinion that the recommendations submitted by the Sub-Committee should be accepted with particular reference to the fact that the refrigerator unit should be separate from the cabinet and situated in a place providing convenience for efficient maintenance.

(iv) It is agreed that the cabinet portion of such refrigerator apparatus could with decided advantage be incorporated in the design of the coach. It is the consensus of opinion that such cabinets should provide ice for table requirements only as in the case of standard refrigerating equipment. The Section recommends that a detailed specification embodying the above points should now be drawn up.

(v) The present Sub-Committee to continue as Reporter.

Glass *versus* wooden boxes for train lighting cells (Subject No. E/93).

(Fundamental Rule 1).

Resolution E/93.—The Electrical Section recommends that the Sub-Committee's report should be accepted for guidance and that Railways experimenting with composition cell boxes be requested to forward a short report on their performances and cost to the Chairman of the Sub-Committee by 1st December 1933 for summary and circulation amongst the members of the Electrical Section.

(iii)

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 13.

Proposed by Mr. Jarrad (Bengal Nagpur Railway) and seconded by Mr. Bliss (Assam Bengal Railway) :—

That the following resolution of the Electrical Section be accepted and that Railways adopt the model forms drawn up by the Section as far as circumstances permit with the addition of the following as Clause II to the "Draft Agreement for

SUBJECT No. 8—SIXTH REPORT OF THE ELECTRICAL SECTION—(contd.)

Proposal No. 14. *the supply of electrical energy by Railways to outsiders”; the subsequent clauses being re-numbered accordingly :—*

Clause II.—All outside supplies shall be made from a point inside the supplier's boundary and the supplier shall be indemnified by the consumer against any claims for any accidents which may happen or be caused to happen outside the supplier's boundary by the presence of the feeder and any connection thereto outside the supplier's boundary.

Model forms for terms and conditions suitable for inclusion in Draft Agreement or Memorandum for the purchase of electrical energy by Railways and to consider the desirability of the sale of surplus energy by Railways to outsiders (Subject No. E/90).

(Fundamental Rule 2).

Resolution E/90.—The Electrical Section recommends the acceptance of the report submitted by the Sub-Committee appointed under Resolution No. E/81 (1932) and that :—

- (i) The model forms of terms and conditions proposed by the Sub-Committee be accepted and generally adopted, as far as circumstances in each case permit, with the addition of the following clause to Appendix B :—

All outside supplies shall be made from a point inside the supplier's boundary and the supplier shall be indemnified by the consumer against any claims for any accidents which may happen or be caused to happen outside the supplier's boundary by the presence of the feeder and any connection thereto outside the supplier's boundary.

- (ii) The sale of electricity to outside authorities from Railway generating sources be considered only in special cases and subject to the conditions and safeguards outlined in the Sub-Committee's report.

Resolution No. 14.

The proposal was put to the vote and CARRIED unanimously.

Proposed by Mr. Jarrad (Bengal Nagpur Railway) and seconded by Mr. Bliss (Assam Bengal Railway) :—

Proposal No. 15.

That the following resolution of the Electrical Section be accepted and the General Secretary be directed to forward a copy thereof, together with a copy of the rules referred to therein—vide Appendix C—to the Railway Board for incorporation of the latter, if approved, in the General Rules :—

Rules for safe working on electrical equipment (Subject No. E/88).

(Fundamental Rule 2).

Resolution E/88.—(i) The Electrical Section recommends that the rules drawn up by the Sub-Committee, vide Appendix at page 67 of the Proceedings of the 6th meeting of the Electrical Section be accepted.

(ii) It was, however, pointed out by Mr. Cock, Traction Engineer, Great Indian Peninsula Railway, that with the particular design of gear in use in connection with the 1,500 Volt Traction lines on the Great Indian Peninsula Railway, it was impossible to carry out the necessary cleaning unless :—

- (a) The 1,500 volt supply to the trains is interrupted,
- (b) The equipment is re-designed,
- (c) Rule 52 is relaxed.

(iii) The Section appreciates the difficulty and under existing conditions the only immediate course of action would appear to be the issue of special orders in regard to the cleaning of this equipment (on the Railway's responsibility) and permit cleaning of 1,500 volt traction line equipment until such time as the equipment can be re-arranged or re-designed to enable the rule 52 to be adhered to ; failing this, discontinuity of supply due to neglect of the equipment will undoubtedly result. The matter is, therefore, one of great urgency and this Section recommends that the Great Indian Peninsula Railway

SUBJECT No. 8—SIXTH REPORT OF THE ELECTRICAL SECTION—(contd.)

Resolution E/88—(concl'd.).

Proposal No. 15.
—(concl'd.)

conditions be treated as a special case and be authorised to work to the following special procedure :—

When traffic conditions prevent the observance of Rule 52 the insulators and connections for the 1,500 volt busbars and feeder connections may be cleaned while this equipment is alive provided the work is not undertaken by any person inferior in rank to Sub-Station Inspector. The Inspector shall before commencing the cleaning, satisfy himself that the insulation of the cleaning devices is in good condition and take all other precautions as laid down in the Rules.

Important Note.—This Section is generally of the opinion that steps should be taken to enable Rule 52 to be strictly adhered to at the earliest possible date. Furthermore a repetition of the condition now prevailing on the G. I. P. Railway should be particularly avoided in the future.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 15.

Proposed by Mr. Jarrad (Bengal Nagpur Railway) and seconded by Mr. Bliss (Assam Bengal Railway) :—

That the following resolution of the Electrical Section be accepted and that the General Secretary be directed to forward a copy thereof, together with a copy of the report of the Sub-Committee referred to therein, to the Railway Board for transmission to the Chief Controller of Stores, Indian Stores Department :—

Proposal No. 16

Interchange of views on the different types of train lighting belting and belt fasteners

(Subject No. E/91).

(Fundamental Rule 1).

Resolution E/91.—(i) The Electrical Section recommends that the report of the Sub-Committee be accepted and that to meet the requirements contained in the Chief Controller of Stores, Indian Stores Department, letter No. N.12933/IV, dated the 13th October 1932, to the Controller of Stores, Eastern Bengal Railway, referred to in the report, Railways should accept any of the following makes of belts :—

Belts.	Suppliers.
Gripolata ..	.. Lewis and Tylor.
Teon ..	.. Fleming, Birkby and Goodall.
Macinlop Duck ..	.. Dunlop Rubber Co.
Sonex ..	.. A. Hillman and Co. (Shalebhoy Tyebjee).
Silvertown ..	.. India Rubber Guttapurcha Co.
Steelex ..	.. J. Naylor (Asbestos Belting Co.).

(ii) Railways shall continue to carry out experiments with any makes of belting and this Section should again review the position at their next meeting, the Sub-Committee appointed under Resolution E/81 (1932) to continue as Reporter.

(iii) The conditions on Railways vary and consequently it is considered necessary for the Chief Controller of Stores, Indian Stores Department, to refer the matter of final selection to the requisitioning officer.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 16.

Proposed by Mr. Jarrad (Bengal Nagpur Railway) and seconded by Mr. Bliss (Assam Bengal Railway) :—

That the following resolution of the Electrical Section be accepted with the omission of the words "by the Railway Board" in line 2 of the second clause.

Proposal No. 17.

Maintenance of train lighting equipment (Subject No. E/86).

(Fundamental Rule 2).

Resolution E/86.—(i) The Electrical Section recommends that the report submitted by the Sub-Committee appointed under Resolution E/67 (1931) be generally accepted as revised during the discussion on this subject and printed at pages 8 to 17 of the Proceedings of the 6th meeting of the Electrical Section.

SUBJECT No. 8—SIXTH REPORT OF THE ELECTRICAL SECTION—(concl'd.)

Proposal No. 17. *Resolution E/86*—(concl'd). —(concl'd.).

(ii) On the grounds of the substantial economies possible by adoption of the recommendations of this report, the issue of definite orders by the Railway Board for their adoption by Operating and Workshop divisions is urgently recommended.

(iii) This Section is, however, definitely of the opinion that satisfactory results cannot be obtained unless this work is under the complete control of the Electrical Department.

(iv) To enable Railways to compare notes, this Section recommends that operating and maintenance returns on Train Lighting expenditure should be brought into use as early as possible for annual review by the Electrical Section and for this purpose the following Sub-Committee be appointed to draw up a suitable form for such annual returns :—

Mr. A. R. Gundry, Chief Electrical Engineer (E. J. Railway), (Chairman).

Mr. S. Simpson, Deputy Chief Mechanical Engineer, Electrical (E. B. Railway).

Mr. D. Kerridge, Superintendent, Electrical Branch (B. N. Railway).

(v) The question raised by the Assam Bengal Railway during the discussion as to the advisability of fitting battens between Alkaline cells should also be dealt with by the above Sub-Committee with particular reference to the material to be used for such battens in order to prevent corrosion and consideration of the means to be adopted to prevent ignition of explosive gases in the cell under pressure.

Resolution No. 17.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 9.

To consider the Second Report of the Medical Section.

The Conference went into Committee of Conference.

DR. T. SCORESBY-JACKSON in presenting the report said :—

I have the honour to present the report of the 2nd meeting of the Medical Section of the Indian Railway Conference Association. When ten C. M. Os. met under the guidance of your General Secretary at Delhi in January last and discussed 8 subjects for 3½ days and resolutions on four are now before you.

The 1st subject.—"Position of Railways in relation to co-operation with local bodies and organisations with regard to a general campaign against tuberculosis" was a legacy of the previous year and led to a lengthy discussion resulting in our Resolution MD/12.

Since the great pandemic of 1918 when Influenza was accompanied by Symptomatic Pneumonia, most of us have noted a great increase in tuberculosis or consumption, a chronic infective fever, caused by debility, underfeeding and pneumosis resulting in chronic illness, undue expense on the part of the patient and so debt, misery and infection of others. Railways cannot undertake to keep patients in hospital for years so these unfortunate sufferers are ultimately discharged but there are very few places in India to which they can turn for treatment. This is entirely a matter for the Public Health Authorities under the Central Government, Provincial Government and Municipalities, Red Cross and Tuberculosis Fund to deal with, hence our resolution. Dr. Dyson of the M. S. M. Railway has written on the subject after investigation but his scheme is far too fantastic, optimistic and utopian to be considered quite seriously. No single railway or even combined railways could run this Industrial Health Settlement, Temporary Relief Centre and Education in the settlements which he advocates, although under the aegis of a Central Control it might be practicable.

2. *Subject MD/17.*—"Appeals against adverse reports on medical examinations" was discussed and in order to have the same procedure on all railways proposal MD/17 was made.

SUBJECT No. 9.—SECOND REPORT OF THE MEDICAL SECTION—(contd.)

3. *Subject MD/15.*—"Prevention of wastage of water"—a sanitary engineering question—and we could only draw attention to the necessity for more efficient methods and perhaps somebody will send up a suggestion or invention for an apparatus which can be applicable to large and small stations.

4. *Subject MD/18.*—"Hydrophobia, preventive measures, treatment and leave facilities". The latter were discussed and considered effective. Most railways now do their own work and spend a fair sum of money and lose considerably over the special leave for treatment. It is entirely wrong procedure to permit mad dogs to bite people who then have to undergo a treatment which is not entirely prophylactic in all cases and remember that no human being has been known to recover from rabies. It is well known that Railway colonies and stations abound with stray dogs which ought to be removed. Shooting, poisoning, clubbing, are unpleasant methods but until it is permissible to construct lethal chambers there is very little hope of reducing the number of mad dog bites. Meanwhile, the number of people coming for treatment of mad and savage dog bites increases yearly. Hence our request for legal powers for destruction and also for making bye-laws to tax people who keep dogs.

Lastly, it was decided to carry forward to the next meeting which will be held in Calcutta in January 1934 with Sir Hassan Suhrawardy of the East Indian Railway as Chairman, the subjects :—

- (i) The disinfection of carriages,
- (ii) Colour vision tests—to what extent existing rules require revision,
- (iii) Revision of medical attendance rules.

MR. HARRISON :

Before I put the four resolutions printed in the Draft Resolution to the vote, the Conference would like to put on record their appreciation of the work of Dr. Scoresby-Jackson and the Medical Section.

Proposed in full Conference by Mr. Harrison (Bombay, Baroda & Central India Railway) and seconded by Mr. Muirhead (South Indian Railway) :—

That the following resolution of the Medical Section be accepted and the General Secretary be directed to forward a copy thereof, together with a copy of the report referred to therein, to the Railway Board for such action as they consider necessary :— Proposal No. 13.

The position of railways in relation to co-operation with local bodies and organisations, etc., with regard to a general campaign against tuberculosis. (Subject No. MD/12).

(Fundamental Rule 2).

Resolution MD/12.—The Medical Section view with great concern the inefficiency caused by the incidence of tuberculosis amongst railway staff. The problem seems to be one which no individual railway administration can deal with satisfactorily. The Section place on record their appreciation of Dr. Dyson's valuable report and although unable to accept his scheme they agree that there is urgent need for some Central Government organisation from which practical help could be obtained in the treatment and control of tuberculosis and they recommend that this be brought to the notice of the Government of India.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 13.

SUBJECT No. 9.—SECOND REPORT OF THE MEDICAL SECTION—(concl'd.)

Proposed by Mr. Harrison (Bombay, Baroda & Central India Railway) and seconded by Mr. Muirhead (South Indian Railway) :—

Proposal No. 19.

That the following resolution of the Medical Section be accepted :—

Appeals against adverse reports of medical examinations (Subject No. MD/17).
(*Fundamental Rule 2*).

Resolution MD/17.—The Medical Section are of opinion that an employee lodging an appeal for the reconsideration of an adverse medical report on his fitness for further service on the railway or in his class should do so within one month from the date of his receiving notice of such adverse report.

Resolution No. 19.

The proposal was put to the vote and CARRIED unanimously.

Proposed by Mr. Harrison (Bombay, Baroda & Central India Railway) and seconded by Mr. Muirhead (South Indian Railway) :—

Proposal No. 20.

That the following resolutions of the Medical Section be recorded :—

Prevention of wastage of water (Subject No. MD/15).

(Fundamental Rule 2).

- (i) *Resolution MD/15.*—The Medical Section are of opinion that generally there is an inefficient control over the wastage of water resulting in an increased incidence of disease in railway colonies and would urge the necessity of devising more efficient means of controlling this wastage.

Hydrophobia—Preventive measures, treatment, and leave facilities for treatment.
(Subject No. MD/18).

(Fundamental Rule 2).

- (ii) *Resolution MD/18.*—(i) The Medical Section are of opinion that the present measures taken to lessen the incidence of hydrophobia by restricting the number of stray dogs in railway limits are ineffective. In the present state of the law regarding the destruction of stray dogs they can suggest no remedy.

(ii) They recommend that Railways should take steps to obtain the necessary legal powers to destroy stray dogs found within railway limits.

Resolution No. 20.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 26.

(SEE APPENDIX D).

Rail-Road competition—the best methods to be adopted by railways to safeguard their interests.

(Fundamental Rules 1 and 7).

Proposed by Mr. Colam (Madras & Southern Mahratta Railway) and seconded by Mr. Gilbert (Messrs. Martin & Co.'s Light Railways) :—

Proposal No. 21.

That the report of Sub-Committee No. 4 (vide Appendix D) on Rail-Road competition be accepted. Further that a Standing Advisory Committee (No. 26) constituted as under be appointed to collect information from all railways of their methods of combating road competition, successful and unsuccessful, and of action taken from time to time by Local Governments and to distribute this at intervals to all railways with such comments as they think helpful.

Further that the subject be placed on the Agenda of the Conference of 1934 for Proposal No. 21. further consideration. —(conclld.)

Constitution of Advisory Committee :

Mr. J. H. F. Raper (G. I. P. Railway).

Mr. J. C. Rose (E. I. Railway).

A representative of the B. & N. W. and R. & K. Railways.

A representative of Messrs. Martin & Co.'s Light Railways.

A representative of one of the Kathiawar Railways.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 21.

Mr. Baumgartner represented the Jodhpur Railway during the discussion on the following subjects :—

SUBJECT No. 27.

Extension of time limit for adjustment of undercharges and overcharges on through traffic with Civil and Military Departments of Government.

(Fundamental Rules 1 and 7).

Proposed by Mr. Harrison (Bombay, Baroda & Central India Railway) and seconded by Mr. J. C. Rose (Bengal Provincial Railway) :—

That the following resolutions of the Commercial and Audit and Accounts Committees for Interchange be accepted :— Proposal No. 22.

Resolution C/294.—As the difficulties represented by the Rohilkund and Kumaon Railway are believed to be of rare occurrence the Commercial Committee are opposed to any change in the rules unless there are convincing reasons for an extension of the time limit from an accounts point of view.

Resolution A/108.—The Audit and Accounts Committee agree with the resolution of the Commercial Committee on the subject.

The proposal was put to the vote and CARRIED *nem con.*

Resolution No. 22.

SUBJECT No. 30.

Hot axle boxes—action to be taken by railways to reduce the number of (Broad Gauge).

(Fundamental Rules 1 and 7).

Proposed by Mr. Robertson (East Indian Railway) and seconded by Mr. Jarrad (Bengal Nagpur Railway) :—

That the following resolution of the Operating Committee for Interchange be accepted :— Proposal No. 23.

Resolution O/373.—The Operating Committee recommend that a Standing Sub-Committee consisting of an officer to be nominated by each of the undernoted

Proposal No. 23.
—(concl'd.)

railways be appointed for the purpose of conducting the investigations contemplated in the proceedings of the meeting convened by the Railway Board and reporting thereon to the Operating Committee from time to time and that this Standing Sub-Committee be convened as early as possible. Broad Gauge Railways should comply with any requirements that may be made by the Standing Sub-Committee with regard to procedure and the collection and submission of data in connection with these investigations :—

E. B. Railway,
E. I. Railway,
B. N. Railway,
N. W. Railway,
G. I. P. Railway
and
I. R. C. A.

Resolution No. 23. The proposal was put to the vote and CARRIED *nem con.*

SUBJECT No. 31.

Period of availability of ordinary return tickets and fraudulent use of return journey tickets.

(Fundamental Rules 3 and 7).

Proposed by Mr. Williamson (Bengal & North Western Railway) and seconded by Mr. Muirhead (South Indian Railway) :—

Proposal No. 24. That the following resolution of the Commercial Committee for Interchange be accepted :—

Resolution C/297.—I. The Commercial Committee do not recommend any alteration in the period of availability of return tickets as set out in Rule 59 of Coaching Tariff No. 8, as it is considered that a reduction in the period of availability would not remove the opportunities for fraud.

II. The Commercial Committee do not recommend any alteration in the rules regarding break of journey. It is considered that the existing rules provide adequate means for the prevention of the fraud referred to by the East Indian Railway.

Resolution No. 24. The proposal was put to the vote and CARRIED *nem con.*

SUBJECT No. 32.

Audit and maintenance of the accounts of the Indian Railway Conference Association.

(Fundamental Rules 2 and 7).

Proposed by Mr. Highet (North Western Railway) and seconded by Mr. Robertson (East Indian Railway) :—

Proposal No. 25. The Conference recommend that the accounting work of the Indian Railway Conference Association be transferred from the office of the Chief Accounts Officer, East Indian Railway, Calcutta, to the Director, Railway Clearing Accounts Office, Delhi, with effect from 1st April 1934. They recommend that rules 15 (a) and 17 of Conference Regulations, Part I, be revised as under with effect from 1st April 1934 :—

15 (a).—The Secretary and his staff shall be allowed to subscribe to a Provident Fund, $8\frac{1}{3}$ per cent. of their salaries ; contributions to the fund up

to a maximum of 100 per cent. of the sums subscribed will be made by the Railways, parties to the Association, in the proportion of their respective voting powers. Subject to the approval of Government, the accounts of the fund shall be kept by the Director, Railway Clearing Accounts Office, Delhi. The amount of the bonus shall be as laid down in Rule 14, Part I, of the State Railway Provident Fund and Gratuity Rules. Proposal No. 25.
—(concl.)

17. All disbursements in connection with the salaries, allowances, office expenses, rent, and other charges incidental to the conduct of the Secretary's office shall be paid and audited by the Director, Railway Clearing Accounts Office, Delhi, and recovered from railways, parties to the Association, in the proportion of their respective voting powers.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 25.

SUBJECT No. 33.

Renewal of Broad Gauge " uneconomical " General Service wagons.

(Fundamental Rules 2 and 7).

Proposed by Mr. Robertson (East Indian Railway) and seconded by Mr. Tylden-Pattenson (Great Indian Peninsula Railway) :—

That the following resolution of the Operating Committee for Interchange be accepted :— Proposal No. 26.

Resolution O/374.—The Operating Committee consider that in order to supply the information required by the Railway Board, it is necessary first to determine a criterion which all railways should apply in deciding what constitutes an uneconomical wagon from the financial point of view. The Committee therefore recommend that a Sub-Committee be appointed by the Conference to determine this criterion. Railways should then be asked to submit the information required by the Railway Board based thereon.

It is suggested that the Sub-Committee should be constituted as under :—

The Chief Mechanical Engineer, E. I. Railway (Chairman),

The Chief Mechanical Engineer and the Transportation Manager, B. N. Railway,

The Chief Mechanical Engineer, G. I. P. Railway,

The Chief Accounts Officer, E. I. Railway,

and that the Committee should be directed to submit their recommendations to all Broad Gauge Railways direct not later than the 15th November 1933 and that Railways supply the information required by the Railway Board to the General Secretary, I. R. C. A., not later than 20th December 1933.

The proposal was put to the vote and CARRIED *nem con*.

Resolution No. 26.

The Conference adjourned at 1-15 P.M. to Friday, the 13th October 1933.

PROCEEDINGS OF FRIDAY, THE 13TH OCTOBER 1933.

The Officers present were the same as on Thursday, the 12th October 1933.

The Proceedings of Thursday, the 12th October 1933, were read and confirmed.

SUBJECT No. 15.

Election of President of the Indian Railway Conference Association for the year 1934-35.

(Fundamental Rule 1).

Proposed by Mr. Jarrad (Bengal Nagpur Railway) and seconded by Mr. Gordon (Jodhpur Railway):—

Proposal No. 27.

That Mr. J. Williamson (Bengal & North Western Railway) be elected President of the Indian Railway Conference Association for the year 1934-35.

Resolution No. 27.

The proposal was CARRIED with acclamation.

MR. WILLIAMSON :

Mr. President and gentlemen, I thank you for the very great honour you have conferred on my Railways and on myself in electing me the President for the coming year. 21 years ago the Bengal & North Western Railway provided a President in the late Mr. Neville, the then Agent. I can only hope with your assistance to uphold the best traditions of the Indian Railway Conference Association and endeavour to conduct its business as successfully as has been done by the past illustrious Presidents. I thank you, gentlemen.

SUBJECT No. 16.

Date and place of the next Conference.

(Fundamental Rule 1).

PRESIDENT :

Gentlemen, the next subject will be the date and place of the next Conference. Before I ask you to give your views on that, I would place before you for consideration an idea that possibly we are apt to rush the Conference through too much and I would suggest for your consideration that the Conference in future or at any rate next year should be arranged to take a whole week and that after the opening ceremonies and the appointment of the sub-committees you have at least one or possibly two blank days for the sub-committees to sit and for the study of the reports of the sub-committees by the members of the Conference. If any gentleman has any ideas, he might let us hear. Of course, the fixing of the date rather depends on how long you propose the Conference should last.

The Conference went into Committee of Conference.

A proposal that the next meeting of the Association should be held in Delhi in November was discussed informally, but the meeting was not in favour of the proposal.

Proposed in full Conference by Mr. Bliss (Assam Bengal Railway) and seconded by Mr. Gilbert (Messrs. Martin & Co.'s Light Railways):—

Proposal No. 28.

That the next autumn meeting of the Association be held in Simla commencing on Saturday, the 13th October, and ending on Saturday, the 20th October 1934;

Resolution No. 28.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 6.

(CONTINUED FROM PAGE 20).

Proposed revision of General Classification of Goods.

(Fundamental Rule 2).

PRESIDENT :

We can go on to Subject No. 6 which was postponed yesterday for the drafting of a resolution. Will someone propose this draft resolution?

MR. COLAM :

Mr. President, could we go into Committee?

PRESIDENT :

Gentlemen, we are now in Committee of Conference.

MR. COLAM :

Mr. President, before we consider this draft resolution, I would say that I do

not think the last paragraph of it is quite what was in the minds of most delegates yesterday. It would mean an indefinite postponement of the whole subject and I understood that the idea yesterday was that if we took the trouble to collect statistics we should insist that there and then we went straight ahead with the revision of the classification. I believe Mr. Parsons, the Chairman of the Commercial Committee, has something to say and I think Mr. R. L. Bliss has an alternative resolution to put.

PRESIDENT :

Mr. R. L. Bliss, have you any amendment to propose ? We are in Committee at the moment. There is no actual proposal before the Conference.

MR. R. L. BLISS :

Sir, this draft resolution, as I understand it, proposes that a committee should be appointed to decide on what form statistics should be collected when the time comes to revise the classification. To my mind, it does not seem to take us any further. If we now appoint a committee and they decide on the particular form in which the information is to be obtained at some future date, when is that future date to be ? It may be after we have established the Statutory Railway Board who may give orders for an entirely different set of information to be collected and insist on the form which we are now settling being revised. Sir, the work of this committee will then find a permanent resting place in the W. P. B. My idea is that we as a Conference should definitely tell the Railway Board that we think that the time has come when something should be done. This resolution is only a makeshift to my mind to deceive ourselves into believing that we are doing something when we are really doing nothing, and I would therefore propose a resolution on the following lines :—

This Conference agree with the first part of Resolution No. C./282 of the Commercial Committee for Interchange, which reads as follows :—

The Commercial Committee for Interchange have been unable to reconcile, with the information and in the time at their disposal, the conflicting opinions held by the Railways on the seven points raised by the Railway Board. They consider that before any useful expression of their own opinion could be given a very thorough examination of the question would require to be made, involving the special preparation of detailed statistics of traffic, at the expense of considerable time and money and reference to Chambers of Commerce and other trade interests.

But this Conference are of opinion that the revision of the General Classification of Goods is a matter which brooks of no further delay and should be taken in hand immediately and to enable this to be done a whole-time Committee of Traffic Officers should be appointed forthwith. This Committee should in the first instance decide, after reference to all Railways, what information and statistics will be required to enable the Committee to proceed with the consideration of the revision of the classification and immediately after receipt of the required information the Committee should sit as a full-time Committee to revise the classification.

That a copy of this resolution be forwarded to the Railway Board in reply to their letter No. 3310-T., dated the 18th April 1933.

MR. PARSONS :

Sir, might I, as a Traffic Officer, elucidate one or two points. The Goods Classifications require simplification. With that we all agree, but when we start on simplification, we find that revision becomes necessary. The Goods Classification as it stands today, for the information of those gentlemen not acquainted with its contents, has been described by a very senior passed member of this Conference as being, with its class rates ; its station to station rates ; its wagon rates ; its schedule rates and its exceptions, heaven to the man who likes jigsaws and wallowing in Cross-word puzzles but to any one else, hell. This time last year this Conference passed the following resolution :—

That the question of the revision of the goods classification is one which the Conference are of opinion should be taken up, but they consider it is a matter in which the Railway Board should take the initiative, as questions of policy are involved. It is, therefore, recommended that a copy of this resolution and of the Commercial Committee's Resolution C/218 be sent to the Railway Board for their consideration.

In reply to that the Railway Board, while agreeing that revision was necessary, said :—

That the Railway Board realise that the existing goods classification contains anomalies and, in some respects, is unsuited to present day conditions. These difficulties however have been, to some extent, overcome by railways by quoting schedule and station to station rates designed to meet the requirements of particular traffics.

The Board realise that a revision of the classification is desirable and may become necessary at some future date, but they feel that at the present time when trade conditions are so unsettled and when it is difficult to forecast the conditions to which rates will have to be adapted, it will be unwise to undertake the labour of evolving a new classification.

2. I am to say that the Board consider that when a revision of the classification is embarked upon, the following points will have to be decided :—
 - (a) How many classes there should be.
 - (b) What should be the maximum and minimum rates for each class.
 - (c) Whether terminals should be included in the class rates or levied separately as at present.
 - (d) The basis on which reductions should be made on traffic carried at Owner's Risk.
 - (e) Whether class rates should be telescopic.
 - (f) Whether class rates should apply on the through distance over two or more railways.
 - (g) The extent to which the existing schedule and station to station rates can be withdrawn or modified.
3. While the Board do not propose, for the reasons already given, to proceed at present with a revision of the classification, they consider it desirable that railways should, in the meantime, examine the principles on which a new classification should be drawn up. They would therefore like to be favoured with the considered views of the Indian Railway Conference Association on the seven points mentioned above, after the views of the different Railway Administrations have been obtained and after the matter has been examined and reported on by the Commercial Committee for Interchange.
4. I am therefore to request that, with the permission of the President, action may be taken accordingly.

Unfortunately, as individual Railways, we found it impossible to give anything like a unanimous answer. Some Railways favoured a reduction of the number of classes from 10 to 5 and others an increase from 10 to 20. The Commercial Committee therefore put up a resolution which concluded by saying that if it was considered that any useful purpose would be served by answering these questions at the present time, a whole-time committee should be appointed to deal with it. I am afraid that I did not ask for a direct lead, as I should have done from you yesterday, Sir, with the result that in view of what the Conference said last year and the reply of the Railway Board to the resolution of Conference, I am afraid we have, as Mr. Bliss put it, compromised. We considered that the questions raised by the Railway Board could be best considered and answered at the time the revision of the Classification is actually undertaken. We then went on to say that we must first of all know on what lines we require to proceed and suggested an Advisory Committee to be appointed to decide this. For instance, to answer the question "how many classes should there be" will require the study of statistics which are not available at present. The proposed Committee would merely decide what statistics would be required when the time arrives. Mr. Bliss' suggestion is that we are merely burking the question, whereas in the view of the Conference last year as set out in their resolution, the question of the revision of the classification is one which should be taken up at once; that we should go the whole hog, to use a colloquialism, and be quite definite that revision, in order to secure simplification, is necessary. As the matter before you stands now, Sir, it is for Conference to decide whether the resolution we put before you is considered adequate or whether Conference is of opinion that early simplification is necessary. We had formerly five classes and on a mathematical basis in 1922 the number of classes was increased to 10 to absorb a surcharge levied by Government. Class 1 became class 1 and 2, and class 2 became class 3 and 4 and so on. It was admittedly done hurriedly. Some of the classes are not used at all and it is interesting to note that from 75 to 80 per cent. of our traffic is now carried at rates which are either first or second class or below, *i.e.*, at schedule or station to station rates. We have eight classes left to deal with the remaining 20 to 25 per cent. of our traffic. This is a very serious anomaly and in itself justifies simplification.

PRESIDENT :

I do not think there is any doubt that simplification is necessary.

MR. PARSONS :

Well, Sir, it is before this Conference. We should say definitely to the Railway Board with the weight of the Conference behind us that we should revise this classification and that the present is an opportune time when everything is slack and more officers available.

PRESIDENT :

Well, gentlemen, we have two alternatives here. One is to adopt the printed resolution or propose the printed resolution that has been drafted by the Commercial Committee which really advocates a committee to do certain preliminary work which will have to be done anyhow. The other is the suggestion from Mr. Bliss that we should urge immediate or early steps to be taken to start on the simplification. Well, before we go into full Conference there are two ways of doing that, one to put forward the original resolution and then Mr. Bliss to move an amendment, but before we decide that I would like to know whether anybody is prepared to propose the original resolution. If not Mr. Bliss could move his resolution as the original one. Is anybody in favour of moving the resolution drafted by the Commercial Committee?

MR. J. C. ROSE :

Mr. President, may I point out that the Board has already indicated that they are not prepared to take up the revision of the classification at present and I understand further that their views are in accordance with what the Commercial Committee has now suggested.

MR. R. L. BLISS :

In reply to Mr. Rose, may I say that in a matter of this kind the Conference is entitled to express its own views irrespective of those of the Railway Board. We have been talking for some years about reorganisation, and if we go with the unanimous vote of the whole Conference to the Railway Board it is very difficult for the Railway Board to refuse. If they do, then the burden is on their shoulders, not ours. My resolution is entirely subject to the Railway Board agreeing : if they do not agree the responsibility is on the Railway Board.

MR. MOORE :

I am not a State Railway man and I do not feel in any way bound by the expression of the Board's opinion but they give reasons for that opinion which I think a good many Commercial men are in agreement with. They feel that at the present time when trade conditions are so unstable and it is difficult to forecast conditions in the future it would be unwise to undertake the labour involved in a revision of the classification. Our ratings are likely to be lower than they should be in more normal times. I think, Sir, there is a good deal to be said for the Railway Board's point of view.

MR. JARRAD :

My feeling is that freight rates are more likely to decrease rather than to increase even with a partial revival of Trade, and the simplification of the Goods Tariff should be started at once, as it would, at least, be based on commercial grounds ; whereas there is the very real danger that if it is left much longer, the revisions may be based not on commercial, but on political considerations.

Proposed in full Conference by Mr. Robertson (East Indian Railway) and seconded by Mr. Tylden-Pattenson (Great Indian Peninsula Railway) :—

(i) *The Conference agree with Resolution No. C/282 of the Commercial Committee Proposal No. 29. for Interchange, reproduced below. They do not consider the appointment of the Advisory Committee is justified solely to answer the questions raised by the Railway Board without having in view the immediate revision of the classification.*

(ii) *The Conference are of opinion that the statistics prepared at the present time would be of little value a few years hence for the purpose of revising the classification and trade opinions in the present depressed economic conditions would not be likely to give a satisfactory indication as to a permanent basis for a revision of the classification at some future time. The questions raised by the Railway Board are those that must be considered and answered at the time the revision is actually undertaken.*

(iii) *The Conference, however, consider that a whole-time Advisory Committee of senior Traffic Officers should be appointed at once to decide what information should be obtained and what statistics would require to be introduced before the revision of the classification is undertaken. so that delay at that time may be avoided.*

Resolution No. C/282 of the 22nd (July 1933) meeting of the Commercial Committee :—

Resolution C/282.—The Commercial Committee for Interchange have been unable to reconcile, with the information and in the time at their disposal, the conflicting opinions held by the Railways on the seven points raised by the Railway Board. They consider that before any useful expression of their own opinion could be given a very thorough examination of the question would require to be made, involving the special preparation of detailed statistics of traffic, at the expense of considerable time and money and references

to Chambers of Commerce and other trade interests. The Commercial Committee are of opinion that, if it is considered that any useful purpose would be served at the present time by a full investigation of the subject by the Conference, a whole-time Advisory Committee should be appointed to deal further with the matter.

Amendment.

As an amendment it was proposed by Mr. Bliss (Assam Bengal Railway) and seconded by Mr. Jarrad (Bengal Nagpur Railway) :—

(i) *This Conference agree with the first part of Resolution No. C/282 of the Commercial Committee for Interchange, which reads as follows :—*

The Commercial Committee for Interchange have been unable to reconcile, with the information and in the time at their disposal, the conflicting opinions held by the Railways on the seven points raised by the Railway Board. They consider that before any useful expression of their own opinion could be given a very thorough examination of the question would require to be made, involving the special preparation of detailed statistics of traffic, at the expense of considerable time and money and references to Chambers of Commerce and other trade interests.

But this Conference are of opinion that the revision of the General Classification of Goods is a matter which brooks of no further delay and should be taken in hand immediately and to enable this to be done a whole-time Committee of Traffic Officers should be appointed forthwith. This Committee should in the first instance decide, after reference to all Railways, what information and statistics will be required to enable the Committee to proceed with the consideration of the revision of the classification and immediately after receipt of the required information the Committee should sit as a full-time Committee to revise the classification.

(ii) *That a copy of this resolution be forwarded to the Railway Board in reply to their letter No. 3310-T., dated the 18th April 1933.*

The amendment was put to the vote and **LOST**, the voting being as under :—

RAILWAY.	Number of votes.	Aye.	No.	Not voting.	Not represented.
Assam Bengal	6	6	..	..	..
Assam Railways and Trading Co. (The Dibru Sadiya Railway)	2	2	..	..	..
Barsi Light	2	..	8	..	2
Bengal and North Western	8	..	2	..	..
Bengal Dooars	2	2	..	..	..
Bengal Nagpur	10	10	..	..	..
Bengal Provincial	1	..	1	..	..
Bhavnagar State	2	..	2	..	..
Bikaner State	3	..	3	..	..
Bombay, Baroda and Central India	10	..	10	..	..
Bombay Port Trust	1	..	1	..	..
Burma	8	..	8	..	..
Calcutta Port Commissioners	1	1	..	..	..
Darjeeling Himalayan	1	..	..	..	1
Dholpur State	1	1	..	..	..
Eastern Bengal	8	..	8	..	..
East Indian	10	..	10	..	..
Gackwar's Baroda State	3	3	..	..	..
Gondal	2	..	2	..	..
Great Indian Peninsula	10	..	10	..	..
Gwalior Light	2	..	2	..	..
H. E. H. the Nizam's State	6	..	6	..	..
Jamnagar and Dwarka	2	..	..	2	..
Jodhpur	4	..	4	..	..
Junagad State	2	..	2	..	..
Madras & Southern Mahratta	10	10	..	..	..
Madras Port Trust	1	1	..	..	..
Messrs. Macneill & Co. (The Jorhat Provincial Railway)	1	..	..	..	1
Messrs. McLeod & Co. (The A. K., B. D. R., etc., Light Railways)	1	1	..	..	..
Messrs. Martin & Co. (The Howrah-Amta, etc., Light Railways)	2	2	..	..	..
Messrs. Octavius Steel & Co. (The Dehri Rohtas Light Railway)	1	..	..	..	1
Morvi	2	..	..	2	..
Mysore	2	..	2	..	..
North Western	10	..	10	..	..
Porbandar State	1	..	..	..	1
Rohilkund & Kumaon	3	..	3	..	..
South Indian	8	8	..	..	..
Udaipur Chitorgarh	1	..	..	..	1
Total	150	47	92	4	7

Resolution No. 29.

The original proposal was then put to the vote and **CARRIED nem con.**

SUBJECT No. 17.

Penalty for the loss of passes.

(Fundamental Rules 3 and 7).

SUBJECT No. 18.

Rules for the interchange of privilege ticket orders—Rule 93 of Conference Regulations, Part II, 1933-34 edition.

(Fundamental Rules 3 and 7).

SUBJECT No. 19.

Uniformity of free pass rules on railways.

(Fundamental Rules 3 and 7).

SUBJECT No. 20.

Issue of passes and privilege ticket orders to dependent relatives of employees—Rules 92 (ii) and 93 (ii) of Conference Regulations, Part II, 1933-34 edition.

(Fundamental Rules 3 and 7).

SUBJECT No. 21.

Issue of passes to Railway Nursing Sisters.

(Fundamental Rules 3 and 7).

SUBJECT No. 22.

Proposed issue of free passes to retired Officers and their families and to the families of deceased Officers.

(Fundamental Rules 3 and 7).

SUBJECT No. 23.

Uniformity in the home line privilege ticket order rules on railways.

(Fundamental Rules 3 and 7).

SUBJECT No. 24.

Rules for the interchange of free passes—Interpretation of rule 90 (I) (f) of Conference Regulations, Part II, 1932-33 edition.

(Fundamental Rules 3 and 7).

SUBJECT No. 25.

Issue of privilege ticket orders by a direct route.

(Fundamental Rules 3 and 7).

(SEE APPENDIX E).

Mr. COLAM in presenting the report of Sub-Committee No. 2 said :—

Mr. President, Sub-Committee No. 2 was appointed to deal with 9 subjects and would appear to have shirked their responsibilities by recommending that these subjects should be referred to the Personnel Section. It is perhaps advisable to explain why they have done this. Firstly it is felt that a much greater agreement amongst Railways will be achieved if all Railways have a hand in the deliberations. It is a very human tendency to approach the decision of a minority in a spirit of criticism and to reject it.

Secondly there has been a tendency recently for the Railway Board to appoint Committees of State Railway officers to consider subjects that are about to be discussed by Sections of this Conference, and not infrequently these officers are given a pretty plain hint which they can hardly ignore. It follows that when they meet the officers of other Railways in Sections of Conference, they are already committed to a policy and the result of that is a cleavage of opinion between State Railway officers and the officers of other Railways, and to a large extent the conclusions of the Section are already formed. This is undesirable in the interests of both parties, especially, in the near future when it is important that Railways should show a united front. The Sub-Committee feel, therefore, that subjects which are important and not very urgent, should be dealt with by a Section of this Conference, and if possible their recommendations endorsed by Full Conference. It may be that to do this it will be necessary to speed up our procedure, but this presumably is being dealt with by Mr. Jarrad's Committee

With these remarks I present the Report of Sub-Committee No. 2.

Proposed by Mr. Colam (Madras & Southern Mahratta Railway) and seconded by Mr. Jarrad (Bengal Nagpur Railway) :—

Proposal No. 30.

That the report of Sub-Committee No. 2 (vide Appendix E) appointed under Resolution No. 2 of October 1933, reproduced below, be accepted and that these subjects be referred to the Personnel Section for report.

(1) It is to be regretted that these subjects, several of which are of great importance, could not be referred to the Personnel Section of the I. R. C. A. on which all Railways could have been represented if they had so wished, as the Personnel Section was in abeyance. The results have been in some ways unfortunate, for example, entailing an additional liability of 100% increase of second class passes to each of about 10,000 employees on one Railway, which is considered by the Administration to be entirely unnecessary and undesirable. The Sub-Committee therefore recommend that these subjects should be referred to the Personnel Section of the Indian Railway Conference Association for more careful consideration, subject to the following remarks.

(2) It is inequitable to withdraw privileges in the matter of passes to which an employee understood he would be entitled at the time of his engagement. It is recommended therefore that no change should be made in the number of passes permissible to employees engaged prior to July 1931, but that for employees engaged after that date the Personnel Section should draw up a new set of pass rules, to be adopted by all Railways if possible.

It is also recommended that the Conference should address the Railway Board and request them to suspend the orders recently issued.

(3) The idea underlying the proposal to achieve uniformity of pass rules on all Railways was to remove the opportunity which at present exists for constant agitation to increase existing concessions, when privileges on other Railways are more liberal. If it be accepted that existing privileges should not be curtailed, on the grounds that it would amount to withdrawing privileges which were virtually promised to employees at the time of their engagement, then these employees must accept the corresponding position that they are not entitled to press for any extension of their privileges; and that if they continue to press for such extensions the result will inevitably be a re-opening of the whole question, in which case it is more than probable that the privileges will be restricted.

(4) The Sub-Committee are aware that where the number of passes admissible is not limited by rule, there may be individuals who abuse the privilege. They do not consider that it is necessary to legislate for these cases, but would earnestly recommend that such cases should be dealt with by the Administrations as each may think fit, and abuse of the privilege stopped.

(5) The Sub-Committee would also draw attention to Rule 92 (v) of Conference Regulations, Part II, 1933-34 edition, restricting the issue of passes to a reasonably direct route and would recommend that the application of this principle to the issue of Privilege ticket orders and Home Line passes be considered by the Personnel Section.

Resolution No. 30.

The proposal was put to the vote and CARRIED unanimously.

The Conference adjourned at 12 NOON to Saturday, the 14th October 1933.

PROCEEDINGS OF SATURDAY, THE 14TH OCTOBER 1933.

The Officers present were the same as on Friday, the 13th October 1933.

The Proceedings of Friday, the 13th October 1933, were then read and confirmed.

SUBJECT No. 5.

(SEE APPENDIX F).

Proposals for the re-organisation of the Indian Railway Conference Association.

(*Fundamental Rule 2*).

The Conference went into Committee of Conference.

MR. JARRAD :—

Mr. President and Gentlemen, before making the formal presentation of the report of Sub-Committee No. 3 of which I was appointed Chairman, I should like to take advantage of the opportunity afforded to me of removing a misapprehension which exists, I think, in the minds of many members of this Conference. That misapprehension proceeds from and is implied in the phraseology adopted throughout the Conference Proceedings, in which my proposals are described as being related to a re-organisation of the I. R. C. A. I would prefer to disown for my ideas any such proud or highbrow relationship and to place them in the humbler though nonetheless important category to my mind, of suggestions for the development of certain functions of the Association as an advisory and co-ordinating body—functions I may add that were very clearly attributed to the Association by the Government of India over 30 years ago. It will make my task simpler if members of the Conference will think in the terms I have just used in their consideration of the report of the Sub-Committee. I personally would also like to suggest that we regard the proposals of my Sub-Committee as a first instalment of more modern machinery provided for the purpose of more definitely consolidating the Railways of India within the Indian Railway Conference Association and of bringing them in closer touch with the Railway Board, the operation of which will lead to the provision of a second and even more up-to-date instalment of machinery which will link in no uncertain manner the Railway Executive under the new Statutory Authority with the Indian Railway Conference Association. The forging of this link in the near future is to my mind essential for the welfare and proper administration of Railways in this country. I now have much pleasure in submitting the report of Sub-Committee No. 3 for the consideration of the Conference.

Proposed in full Conference by Mr. Jarrad (Bengal Nagpur Railway) and seconded by Mr. Parmar (Morvi Railway) :—

- (1) *That the report of Sub-Committee No. 3 appointed under Resolution No. 2 of October 1933 (vide Appendix F) be accepted.* Proposal No. 31.
- (2) *That Conference Regulation 21 shall be revised to provide for two regular meetings of the Association annually (in the spring and autumn) with the proviso that the President, in consultation with the Executive Council, shall be empowered to cancel the spring meeting if it is considered that there are not sufficient subjects of importance to justify it.*
- (3) *That in place of the group system suggested by Mr. Jarrad, greater advantage should be taken of the existing machinery for the appointment of ad hoc committees and that such committees should be appointed when required for examining and co-ordinating views on questions affecting railways in particular areas and centres.*
- (4) *That the Commercial Committee should be given authority to notify its decisions on subjects of minor importance without a prior reference to all railways as at present required by rule 94 of Conference Regulations, Part I ; such authority to extend to the general rules contained in the Coaching and Goods Tariffs, Red Pamphlet, the Military Traffic Rules and the General Classification of Goods, subject, in the case of the last-named, to the Railway Board's approval of the Committee's recommendations. The question of whether a subject is of minor*

Proposal No. 31.
—(concl.)

importance within the meaning of this resolution to be determined by the President on a reference from the General Secretary, Railways to retain their existing powers of dissent from any recommendation which they are unable to accept.

- (5) *That the General Secretary should prepare a revision of Conference Regulations, Part I, with the primary object of providing for these recommendations if and when they are accepted by the Controlling Authorities of Railways.*

Resolution No. 31.

The proposal was put to the vote and CARRIED unanimously.

The Conference went into Committee of Conference.

MR. HARRISON :—

In presenting the report of Sub-Committee No. 1, appointed under Resolution No. 2 of October 1933, said :—

Mr. President and Gentlemen, four subjects were referred to Sub-Committee No. 1, viz., Nos. 3, 11, 28 and 29. I will take them with your permission in that order.

SUBJECT No. 3.

(SEE APPENDIX G).

Uniform system of stamping dates on passenger tickets.

(Fundamental Rule I).

MR. HARRISON :—

I have little to add to the Committee's report brief though it is. This subject was raised by the B. & N. W. Railway who desired that through tickets should be stamped date, month and hour instead of date, month and year as provided in Conference Regulation 118 to which however there are several dissentients. There are considerable differences in the manner in which Railways stamp through tickets and uniformity in this matter does not seem essential. The subject was discussed by the 1926 Conference and their decision is framed in existing Conference Rule 114. The Sub-Committee had two alternatives—either

(a) deletion of this rule

or

(b) to let it remain unaltered.

They have adopted the latter course as being most in conformity with the existing practice. Finally, any attempt to secure uniformity would probably lead some Railways into considerable expense in altering dating machines.

Proposed by Mr. Harrison (Bombay, Baroda and Central India Railway) and seconded by Mr. Muirhead (South Indian Railway) :—

Proposal No. 32.

The Conference accepts the recommendation of Sub-Committee No. 1 (vide Appendix G), and recommends that rule 114 of Conference Regulations, Part II, 1933-34 edition, remain unaltered.

Resolution No. 32.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 11.

(SEE APPENDIX G).

To approve of the audited expenditure of the Indian Railway Conference Association for the financial year 1932-33 and estimate of expenditure for the financial year 1934-35.

(A) Conference Branch.

(B) Interchange Branch including Neutral Control.

(Fundamental Rule I).

MR. HARRISON :—

This subject is divided into two parts, viz. :—

(a) the actual expenditure for 1932-33, and

(b) the Budget for 1934-35.

As regards (a) the accounts for the year 1932-33 are detailed on page 102 from which it will be seen that an expenditure of Rs. 3,88,375 was incurred against a budget provision of Rs. 3,95,000 or a saving of Rs. 6,625 and the explanations for this saving are given on pages 103 and 104. Page 105

gives a useful summary. It will be seen from this summary that the Conference have incurred a loss of Rs. 1,467 due to the Jessore Jhenidah Railway having gone into liquidation and thus not paying its share of Conference expenses. There is one item in this summary which may amuse the Conference. I mention it in view of the fact that the Conference is negotiating with the Railway Board for financial independence. This item is a cut of Rs. 800 which the Railway Board in their wisdom made from a Budget amounting to nearly Rs. 4 lakhs. I need hardly say any more.

The comparison of the actuals for 1932-33 with the actuals of the previous year is given on pages 108, 109, 111, 112 and 113 and the explanations are given on pages 99 and 100, paragraphs 1 to 9. It will be seen that in 1932-33 there was a decrease of Rs. 6,158. The budget for the 10% cut provided a reduction of Rs. 29,500, i.e.—

	Rs.
(a) Under Conference Branch	12,200
(b) Under Wagon Interchange	4,800
(c) Under Neutral Control Headquarters	2,200
(d) Under Neutral Control Junctions	10,300
Total	29,500

but the actual saving achieved on this account is not shown separately. The net decrease of Rs. 6,158 thus indicates that there has been excess expenditure under other heads. This is so but no item appears to be worthy of special notice.

The budget for 1934-35 has been pitched at Rs. 4,51,600, *vide* the statement on top of page 108, the details of which are given on pages 109, 111, 112 and 113 and the explanations on page 98 and paragraphs 10 and 11 of page 100. It will be seen that the Budget for 1934-35 exceeds the Budget for 1933-34 by Rs. 25,700 and the actuals of 1932-33 by Rs. 63,225. This excess is mainly due to the provision of special expenditure detailed in the Sub-Committee's report, the excess over 1932-33 being mainly due to the 10% cut in force in that year.

Proposed by Mr. Harrison (Bombay, Baroda and Central India Railway) and seconded by Mr. Muirhead (South Indian Railway):—

The Conference accepts the following recommendations of Sub-Committee Proposal No. 33.
No. 1 (*vide Appendix G*), viz.—

- (1) *That the audited expenditure for the year 1932-33 of the Conference Branch (Rs. 64,250), the Wagon Interchange Branch (Rs. 1,11,019), Neutral Control Headquarters Branch (Rs. 55,422) and Neutral Control Junctions (Rs. 1,57,684), as shown in the statement on page 102, be approved.*
- (2) *That the estimated expenditure for the year 1934-35 of (1) the Conference Branch of Rs. 76,900, (2) the Wagon Interchange Branch of Rs. 1,32,800, (3) the Neutral Control Headquarters Branch of Rs. 76,200 and the Neutral Control Junctions of Rs. 1,65,700, as shown on page 108, be sanctioned.*
- (3) *That revised estimates for the current year be included in the accounts in the future.*
- (4) *Joint expenditure affecting two or more branches of the Conference establishment should be debited finally in budgets and accounts to those branches instead of first debiting the Conference Branch and then crediting that Branch with contributions from other branches.*

The item of Rs. 15,000 included in the Neutral Control budget for 1934-35 should be excluded and the relevant items in the budget altered accordingly.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 33.

SUBJECT No. 28.

(SEE APPENDIX G).

Time limit for adjustment of joint station expenses.

(*Fundamental Rules 1 and 7*).

MR. HARRISON :—

This subject was referred by the Shahdara-Saharanpur Railway on the ground that claims had been received going back from 5 to 7 years. The draft resolution

however dealt with another matter, viz., the time in which the final adjustment of bills should be effected. The Sub-Committee therefore reviewed the whole procedure and have suggested a method for settling all claims in regard to joint station expenditure. We have attempted to follow the spirit if not the letter of the Statute of Limitations in regard to arrear claims. The 3 year limit under this Statute ordinarily has effect from the date a claim is submitted. As junction station bills are prepared on a yearly basis we have applied the Statute to suit this method. We have also attempted to distinguish between errors in a final bill which should be discovered in the ordinary check from arrear claims raised either by the owning or using Railways due to various causes, viz., that certain staff or structures have been erroneously omitted from the Junction Schedules. As the matter is mainly an Audit question, we have suggested that our proposals be referred to the Audit and Accounts Committee.

Proposed by Mr. Harrison (Bombay, Baroda & Central India Railway) and seconded by Mr. Muirhead (South Indian Railway) :—

Proposal No. 34.

The Conference accepts the recommendation of Sub-Committee No. 1 (vide Appendix G) and directs that the question be referred to the Audit and Accounts Committee for examination and report to the Standing Committee.

Resolution No. 34.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 29.

(SEE APPENDIX G).

Segregation of passengers suffering or suspected to be suffering from infectious or contagious diseases.

(Fundamental Rules 2 and 7).

MR. HARRISON :—

This subject arises out of Resolution No. MD/14 of Medical Section Meeting No. 2 in regard to medical arrangements for pilgrim and excursion specials. This resolution has been accepted by the Standing Committee and confirmed by the Conference in item (lxxxv) of Appendix A to Resolution No. 3 passed on Wednesday last. The reference by the M. S. M. Railway is mainly a question of law, but the Sub-Committee felt that whether the Indian Railway Act and General Rules cover the four points raised as stated by the Railway Board, or whether the Act and the General Rules have to be amended—the practical aspect of the matter first requires examination. At present Railways frequently incur considerable expense in attending to passengers suffering from infectious diseases as municipalities and Indian States *en route* absolutely refuse admission to such passengers to their hospitals even if there are any infectious hospitals which is rare. Again, I understand that the Provincial Directors of Public Health must be consulted before Railways can set up a procedure to enable them to enforce the proposed powers of removal and disposal of infectious persons and contacts.

They therefore considered that the issues raised by the M. S. M. Railway should be examined from a practical and not merely a legal standpoint, and have therefore suggested that this subject be referred to the Medical Section.

Proposed by Mr. Harrison (Bombay, Baroda & Central India Railway) and seconded by Mr. Muirhead (South Indian Railway) :—

Proposal No. 35.

The Conference accepts the following recommendation of Sub-Committee No. 1 (vide Appendix G) :—

That this subject be referred to the Medical Section to report on the issues raised in letter No. T.-1482, dated the 29th July 1933, from the Agent, Madras & Southern Mahratta Railway, and to indicate the directions in which action should be taken by the Conference.

Resolution No. 35

The proposal was put to the vote and CARRIED unanimously.

The resolutions passed during the day were then confirmed.

PRESIDENT : This, Gentlemen, concludes the business of the Conference which we have got through in record time thanks to the hard work and late hours of the sub-committees to whom the thanks of the Conference are due for their very able reports. I personally think the Association have decided wisely in giving more time for the meetings of future Conferences.

Among the subjects with which we have dealt during the last few days three are of outstanding importance. They are :—

- (1) Mr. Jarrad's proposals for the creation of machinery by means of which the considered and authoritative opinion of the Association would be speedily available to the Railway Board.
- (2) The revision of the Goods Classification. and
- (3) Rail-Road competition.

All are subjects of supreme importance and it is hoped that the efforts of the present Conference will help towards solving the undoubted difficulties ahead of us.

We are under a considerable debt of gratitude to Mr. Jarrad for the time and thought he has given to his proposals.

On the first day of the Conference we had the advantage of listening to Mr. Tymms, the Director of Civil Aviation, who at our request very kindly addressed us on the operation of Air Services in India and afterwards answered questions made by many interested members.

The efficiency and expedition with which the work of the Association is done is pre-eminently due to our various Committees and Sections aided, of course, by our able Secretariat. Our very special thanks are tendered to all those Committees and Sections.

I wish also to acknowledge our indebtedness to those behind the scenes who have assisted so materially during the Conference. I refer to Mr. Christian and his staff and also to the Government Press for the prompt and efficient way in which they have done our work.

At this point I personally would like to thank you all Gentlemen for the way in which you have assisted me which has made my Presidential duties light and pleasant.

And now, Gentlemen, I come to Messrs. Bliss and Lawrence to whom once again we are extremely indebted for their work in connection with this Conference both before and during it. The Association has decided that Mr. Lawrence should succeed Mr. Bliss on his retirement. Of the wisdom of this decision there can be no doubt for he has proved his worth both as a Deputy and when in the past he has officiated as General Secretary; but however satisfied we may be that we have got a worthy successor to Mr. Bliss it is impossible not to feel regret and sadness at the impending retirement of one who has not only served the Association so faithfully and efficiently for twenty-one years but has proved such a good friend to Members of the Association for such a long time.

At this moment we should not forget those wise predecessors of ours, to whom our thanks are primarily due for having selected a young man who was destined to carry on year after year with an efficiency and amiability that we came to take for granted. It is, however, not till one becomes President of the Association that one is in a position to realise fully Mr. Bliss' true value. Then indeed he is in every sense a guide, philosopher and friend and very soon the keenest President, independent though he may wish to be, realizes that as regards a very great deal of the work the wisest thing to do is to say to him "Carry on Sergeant Major".

Gentlemen, on behalf of us all I hereby express to Mr. Bliss our deep gratitude for his devoted service and our great regret at his leaving us.

MR COLAM

Mr. President and Gentlemen, I have been asked at very short notice—I might say no notice at all—to propose a vote of thanks to the out-going President and as a consequence I have had to try and attend to the proceedings with half of my brain and with the other half think what I was going to say. Most of you have known Mr. Hannay much longer than I have. I only know him from the time when I came to the Railway Board's office in 1929 but I think I shall be voicing the opinions of all of you if I say that in the proceedings of any Conference over which Mr. Hannay presides, the business is conducted not only efficiently but in a genial spirit which makes it a pleasure to take part in them. (Applause). I think you will all agree with me that this Conference over which Mr. Hannay presided will be memorable for a realisation on the part of members that we have to stand together and act in the future as Mr. Hannay would undoubtedly wish us to do as a band of brothers. I shall say no more except, Gentlemen, to ask you to pass a vote of thanks to our out-going President. (Applause).

MR. TYLDEN-PATTENSON :

Mr. President and Gentlemen, I deem it a privilege to be allowed to second this vote of thanks to Mr. Hannay and in doing so I should like to associate myself entirely with the remarks of the proposer. It is a matter of great regret to myself personally, and to all members of the Conference that Mr. Hannay will be leaving us so soon. Railways will be losing one whose wide experience and whose advice on railway problems have been invaluable. The Conference will be losing a President who has conducted its business in accordance with its best traditions. We ourselves shall be losing one who by his charming personality and geniality has endeared himself to all of us. (Applause.)

MR. HANNAY :

Gentlemen, I thank you for what has been said. It is not always possible to believe the pleasantest things that are said about one.

MR. C. V. BLISS :

Mr. President and Gentlemen,

As this is my last appearance I should like to be allowed to thank you, Sir, personally for the very kind remarks you have made about me and you, Gentlemen, for the way you have received them. I have had a very happy career with the Conference and have made a large number of good friends and I want to thank you all for the kind appreciation you have always shown of my efforts and for the generous and considerate treatment I have always received from you all and from a long line of your predecessors.

I should like too to express my thanks to the many Committees with whom I have served for the help and co-operation I have always received in full measure from them and for the way they have combined to make my work easy and pleasant.

To Mr. Hannay and the many Presidents under whom I have served I owe very special thanks. Mr. Jarrad is the only former President now left in India and to him and to Mr. Hannay I should like to express my deep gratitude for the great consideration and forbearance with which they and their predecessors in office have always treated me. I only regret that I shall not be here next year to serve under the Presidentship of Mr. Williamson, the Agent of my old Railway and a very old friend.

I have seen many changes since I first joined the Conference and there are very few present to-day who were here in 1913. I think Mr. Polwhele, Mr. Nissen and my brother are the only ones. Mr. Polwhele has been a delegate now for over 20 years and can, therefore, I think claim to be the father of the Conference and, as he has 40 years' railway service, is I think also the father of Indian Railways—may he long continue so. My first President was Mr. Alexander Muirhead and it makes me realise that I am getting on in years when I see his son looking extremely like him occupying his old position as Agent and Delegate of the S. I. Railway.

It will be a great wrench to leave my work with the Conference after so many years but I am glad to know that I am leaving it in the hands of so keen and able an officer as Mr. Lawrence, of whose work as Deputy during the past 6 years I cannot speak too highly. I am very grateful to him for the loyal support he has always given me. I should like also to take this opportunity of thanking Mr. Christian and the Conference staff for their excellent work. Mr. Christian has been with the Association now for over 23 years and I owe him a great deal for the yeoman service he has always rendered.

Gentlemen, I am very proud to have been connected with the Conference for so many years. I shall leave it with unfeigned regret and with the pleasantest memories. I wish it every possible success in the future. It is, I believe, one of the most indispensable organizations in India and I hope that before long it will take the place it is entitled to as one of the main divisions of the railway hierarchy.

Once again Mr. Hannay and gentlemen I thank you.

PRESIDENT :

Gentlemen, this finishes the 1933 session of the Indian Railway Conference Association which is now adjourned.

The President then directed that the proceedings be printed and circulated to Railways and that the General Secretary take action as necessary. The following resolutions falling under Fundamental Rule 2 require the approval of the Controlling Authorities.

13 (i), 14, 15, 17, 18, 19, 25, 29 and 31.

C. V. BLISS,
General Secretary.

H. A. M. HANNAY,
President.

APPENDIX A.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE.

The following are the resolutions of the Standing Committee, and of the Operating, Audit and Accounts and Commercial Committees for Interchange and the Mechanical and Medical Sections, which have been accepted by the Standing Committee.

NOTE.—Action on the resolutions against which an asterisk mark is shown has been taken by the General Secretary by amending the rules in the Conference Publications where necessary.

Report No. 19 of the Commercial Committee.

Resolution S. 22/32.—The Standing Committee approve of the recommendations made in the following resolutions of Meeting No. 19 of the Commercial Committee held at Bangalore in July 1932 :—

Road Motor competition for parcels traffic.

(Fundamental Rule 2).

Resolution C/219.—The Commercial Committee recommend that for parcels traffic where inter-railway competition is not involved, Railways should be authorised to quote rates up to a maximum of 50 per cent. less than the rates appearing in the Indian Railways Coaching Tariff No. 8 and alternatively to reduce up to a maximum of 50 per cent. the distance for charge for such traffic between any two stations.

(i)

Rule 63 (c) of Coaching Tariff No. 8—Endorsement on tickets regarding break of journey.

(Fundamental Rule 1).

Resolution C/220.—(i) The Commercial Committee do not recommend the acceptance of the East Indian Railway's proposal, as they do not consider that, in actual practice, any tangible advantage would result and it is considered inadvisable to increase the amount of printed matter on tickets.

(ii)

Rule 24 of Conference Regulations, Part II (1932-33 edition).—Any one Railway having entire command of a route between the booking and destination stations may fix the rate between these stations and may carry the traffic by its own route.

(Fundamental Rule 1).

*Resolution C/221.—In view of the further information which has been obtained from Railways, the Commercial Committee are of opinion that there is insufficient justification for the retention of Rule 24 of Conference Regulations, Part II, 1932-33 edition and recommend, therefore, that it now be deleted.

(iii)

Extent of Railway's responsibility for shortage in liquid consignments due to leakage and amendment of Rule 30 (a) of Conference Regulations, Part II (1932-33 edition).

(Fundamental Rule 1).

*Resolution C/222.—The Commercial Committee recommend that Rule 30 (a) of Conference Regulations, Part II, 1932-33 edition be amended to read as follows :—

(iv)

30 (a) Liability for damage, deficiency or loss, in consignments other than liquids found in a wagon the seals of which were intact at the time unloading began, shall be accepted by the Railway on which the station last sealing the wagon is situated, unless the damage, etc., can be proved to have occurred elsewhere and provided the damage, etc., is reported in accordance with clause (f) of this rule. If under this rule a joint station is responsible, liability shall be fixed according to the agreement in force between the Railways concerned.

and that the following new clause to this Rule be inserted :—

(a) (i) In the case of consignments of liquids, liability for loss, deficiency or damage, except for the loss of complete package or packages, liability for which shall

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

(iv)—(concl.)

*Res. C./222.—(concl.)

be governed by clause (a) of this rule, shall be accepted in mileage division by all Railways over which the consignment has passed unless the loss, deficiency or damage, can be located, and provided the loss, deficiency or damage is reported in accordance with clause (f) of this rule.

When the loss, deficiency or damage, is definitely located, the Railway on which the loss, deficiency or damage occurs shall accept liability only for that quantity of the loss deficiency or damage, that occurred on its line.

Interpretation of Rule 51 (b) of Conference Regulations, Part II (1932-33 edition).—

Division of freight on parcels, luggage, etc., overcarried, misdespatched or misrouted.

(Fundamental Rule 1).

(v)

Resolution C/223.—The Commercial Committee do not recommend any alteration in Rule 51 (b) of Conference Regulations, Part II, 1932-33 edition, as proposed by the Agent, Barsi Light Railway. It is considered that in either case the mis-sending Railway is penalised under the existing rule.

Rule 114 of Conference Regulations, Part II (1932-33 edition).—Booking of goods by the cheapest route—Applicability of rule 22 to the case of traffic booked from stations at which there are separate sheds for the railways using the stations.

(Fundamental Rule 1).

(vi)

Resolution C/224.—The Commercial Committee consider that in this case the Madras & Southern Mahratta Railway's contention correctly interprets the intention of the rules.

Quotation of freight rates by Railways to the public—Amendment of Rule 128 (vii) of Conference Regulations, Part II (1932-33 edition).

(Fundamental Rule 2).

(vii)

Resolution C/225.—The Commercial Committee do not recommend that the procedure laid down in clause (vii) of Standing Resolution No. 128 of Conference Regulations, Part II, 1932-33 edition, should be modified as proposed by the Traffic Manager, Eastern Bengal Railway. The intention of this clause is that the quoting Railway should confirm or correct direct to the applicant the rates quoted.

Issue of a separate series of foreign blank card tickets by Railways to differentiate between passengers travelling by mail or express trains and those travelling by ordinary trains.

(Fundamental Rule 1).

(viii)

Resolution C/226.—The Commercial Committee recommend the acceptance of the proposal of the Deputy Chief Commercial Manager (Rates, Development and Publicity), East Indian Railway, that a separate series of tickets printed "by mail" should be used in through booking by mail or express trains. The Commercial Committee do not recommend the acceptance of the suggestion of the Chief Accounts Officer, East Indian Railway, that where passengers desire to travel partly by mail or express and partly by ordinary trains, excess fare tickets along with tickets from the ordinary series should be issued.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd*

Military Certificate Form for Indian Troops—form I. A. F. T. 1720 and Military Warrant Form B for individuals and small parties—I. A. F. T. 1707.

(*Fundamental Rule 3*).

**Resolution C/228*.—The Commercial Committee recommend the acceptance of the proposal of the Chief Traffic Manager, Great Indian Peninsula Railway, that in forms

(ix)

I. A. F. T. 1720 and I. A. F. T. 1707 the words "Express train" should be substituted for "Passenger train" and the words "ordinary passenger train" and "Mail Passenger train" respectively.

Certificates for Soldiers of the Indian Army proceeding on or returning from furlough at Government expense when travelling in special military vehicles—Military Certificate Forms I. A. F. T. 1720-C and I. A. F. T. 1720-D—Reintroduction of.

(*Fundamental Rule 3*).

**Resolution C/229*.—The Commercial Committee recommend that the use of forms I. A. F. T. 1720-C (Appendix F) and I. A. F. T. 1720-D (Appendix F/1) should be re-introduced in accordance with the proposals of the North Western Railway and that the following rule be included in the Military Traffic Rules, 1932 edition, as Rule 20 (A) :—

(x)

Rule 20(A)—The following rules are applicable in the case of journeys made in full vehicle loads by :—

- (1) Soldiers of the Indian Army on furlough.
- (2) Reservists.

- (i) Indian Officers, non-commissioned officers and men of the Indian Army of the above two categories when travelling at Government expense, will also be carried in vehicle loads in which case the journey will be covered by the warrant, form C, the scale of accommodation to be provided being based on the military carrying capacity of the vehicle used.

Such men travelling in these vehicles will be given by the officer commanding the unit, a certificate in form I. A. F. T. 1720-C (*vide* Appendix F). This will authorise the station staff at which the holder detrains to allow him to leave the platform. This certificate should be retained at the station for a period of one month and then destroyed.

Similarly, in the case of men rejoining their unit and desiring to join a party in a vehicle for which charges at the military vehicle rates have been paid, the officer commanding the unit will give each individual concerned a certificate in form I. A. F. T. 1720-D (*vide* Appendix F/1) to enable the holder thereof to obtain access to the station platform in order to join his party.

- (ii) Should a conducting officer be travelling with a party of such men who are accommodated in a vehicle charged at military vehicle rate, the officer will travel separately and be treated as travelling on duty, the contract fares being charged.

- (iii) Separate warrants will be issued for each vehicle from its starting station to its destination station.

- (iv) As this arrangement will apply only when personnel of the above categories travel in full vehicle loads (*i.e.*, carriages reserved for exclusive use of the Military Department) on warrant, form C, charges being paid at military vehicle rates, rule 20 (ix) will not apply in this case.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Prevention of fraudulent use of Military Forms.

(Fundamental Rule 3).

(xi) *Resolution C/230.—The Commercial Committee recommend that the following forms should be included in the list in Rule 46 of Military Traffic Rules, 1932 edition, viz.:—

I. A. F. L. 1180.

I. A. F. L. 1181.

I. A. F. T. 1728.

I. S. F. 4.

and that the following forms should be deleted therefrom :—

I. A. F. T. 1720.

I. A. F. T. 1711.

Appendix B to Military Traffic Rules (1929 edition)—List of concessions admissible for Military Personnel, etc.—Railway concession to the Cadets of the Indian Military Academy (Indian Sandhurst), Dehra Dun.

(Fundamental Rule 3).

(xii) *Resolution C/231.—The Commercial Committee recommend that the concession shown in Serial No. 14, Appendix B to the Military Traffic Rules should be granted to cadets attending the Indian Military Academy (Indian Sandhurst), Dehra Dun, and that the necessary addition should be made in Military Certificate Form No. 9 appearing in Appendix D to the Military Traffic Rules.

Report No. 20 of the Commercial Committee.

Resolution S. 1/33.—The Standing Committee approve of the recommendations made in the following resolutions of Meeting No. 20 of the Commercial Committee held at Simla in October 1932 :—

Amendments to Schedule of rates chargeable to the Military Department.

(Fundamental Rule 3).

(xiii) *Resolution C/240.—The Commercial Committee accept the Army Department's proposals and recommend the following alterations being made in Serial Nos. 3, 4, 5, 9, 11, 12 and 13 of the Schedule appended to the Military Traffic Rules :—

Particulars of alterations recommended.

Serial No.	Column No.	Remarks.
3	7	The words "when despatched by mail or express trains" be added after the words "3rd class fares" wherever they appear on page 25 of Military Traffic Rules.
4	2	Delete the word "and" in line 9 and after "Indian Officers" in line 10 insert "and Sub-Assistant Surgeons."
5, 9, 11, 12 & 13	7	For the words "by mail trains" in line 1 of notes (a) and § substitute "by mail or express trains."

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Rule 4 (b) (ii) of Military Traffic Rules (1932 edition)—Application of the rules.

(Fundamental Rule 3).

*Resolution C/241.—The Commercial Committee recommend that, in supersession of Resolution C/213 of the 18th meeting, the following addition be made in Rule 4 (a) of Military Traffic Rules, 1932 edition :—

(xiv)

- (ix) Stores pertaining to the Mobilisation Reserve of Engineer Stores which are consigned to or from an Engineer Park (Mobilisation). When the consignor or the consignee is not an Officer in charge of an Engineer Park (Mobilisation) the consignor will certify on the Military Credit Note form that the stores being conveyed are not for use on Military Engineer Services peace works.

Amendment of Rule 11 (i) of Military Traffic Rules (1932 edition)—Risk.

(Fundamental Rule 1).

*Resolution C/242.—The Commercial Committee recommend the acceptance of the Army Department's proposal, *viz.*, that the following sentence appearing in rule 11(i) of the Military Traffic Rules—1932 edition be deleted :—

(xv)

- A consignment note must be completed and handed over to the railway authorities by the consignor with the Government consignment to be despatched by goods train.

Interpretation of Rule 22 (b) of Conference Regulations, Part II (1932-33 edition)—Coal traffic wrongly booked by other than the cheapest route.

(Fundamental Rule 1).

Resolution C/243.—The Commercial Committee consider that if the matter cannot be settled by mutual agreement it should be referred to the Claims Arbitration Committee.

(xvi)

Standardisation of Seal Card Labels.

(Fundamental Rule 1).

*Resolution C/245.—The Commercial Committee approve of the size—5"×3¼"—and general arrangement of the sample Seal Card Label, prepared by the General Secretary with the modifications that "Description of contents" should be printed on the obverse instead of on the reverse and the particulars on the reverse should read from the lower edge towards the seal, *vide* Appendix A. The Commercial Committee recommend the standardisation of this Seal Card Label and its reproduction in Conference Regulations, Part II.

(xvii)

2. It is recommended that Seal Labels should be of a water-resisting material with a smooth surface.

Conveyance of Postal Mails by road instead of by rail.

(Fundamental Rule 3).

Resolution C/246.—The Commercial Committee do not recommend the cancellation of Res. C/144 of the 14th (July 1930) Meeting.

(xviii)

Heavy Chemicals—Remarks on rating by Indian Tariff Board.

(Fundamental Rule 3).

Resolution C/218.—I. The Commercial Committee have considered the points raised by the Indian Tariff Board with regard to the general principles on which the railways' rates structure is founded and the margins which exist between the maximum and minimum rates and would refer to Res. C/218 of their Report No. 19 (July 1932) reproduced below :—

(xix)

Resolution C/218.—The Commercial Committee recognise that there are anomalies in the present General Goods Classification. The classification, however, forms

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*(xix).—(*concl'd.*)Res. C/248—(*concl'd.*)Res. C/218—(*concl'd.*)

the basis of the existing Railway Rates Structure, and to make any radical alteration is a task of considerable magnitude, involving many important questions of policy.

The suggestions (Appendix C) put forward by Messrs. Crosthwaite and Bliss involve radical changes in the Goods Classification and the Commercial Committee consider that before proceeding to examine in detail any departure from the present rating structure it is necessary to obtain from the Government of India an indication as to whether any and if so, what changes in the present rating policy are contemplated.

II. In order to remove the anomalies referred to by the Indian Tariff Board the Commercial Committee recommend that chemicals be re-classified as follows:—

I.		Present Classification.		
		R. R.	O. R.	
1. Alumino-ferric	1	..	} Proposed classification. 1 R. R.
2. Copperas, green (Sulphate of iron)	..	1	..	
3. Magnesite, calcined .. ..	..	1	..
4. Magnesite, crude .. ..	..	1	..
5. Magnesite, dead burnt .. ..	..	1	..
6. Magnesite, low burnt .. ..	..	1	..
7. Epsom salts .. ..	..	3	2
8. Sodium bisulphite .. ..	..	3	2
9. Chloride of Magnesium .. ..	..	2	..
II.				
1. Alum	1	..	} Proposed classification. 3 R. R., 2 O. R.
2. Muriate of Potash .. ..	..	1	..
3. Soda, crystals or soda ash/Alkali	..	1	..	
4. Sulphate of Alumina .. ..	..	1	..
5. Sulphate of Potash .. ..	..	1	..
6. Bicarbonate of Soda .. ..	..	3	2
7. Bleaching Powder .. ..	..	4	2
8. Calcium chloride .. ..	..	4	2
9. Sodium Sulphide .. ..	..	3	2
10. Sulphate of soda (Glauber's salt)	..	3	2	
11. Soda, Silicate of	2	..	} Proposed classification. 3 R. R., 2 O. R.
12. Borax .. ..	..	2	1
13. Caustic Soda .. ..	..	3	2
14. Sodium bisulphite .. ..	..	3	2
15. Sodium sulphite .. ..	..	3	2
16. Soda, hyposulphite of .. ..	..	4	2
III.				
1. Bicarbonate of Potash	3	2	} Proposed classification. 4 R. R., 3 O. R.
2. Bichromate of Potash .. ..	..	3	2
3. Bichromate of Soda .. ..	..	3	2
4. Caustic Potash, Solid .. ..	..	3	2
5. Carbonate of Potash .. ..	..	4	..

Rule 63 (c) of Coaching Tariff No. 8—Endorsement on tickets regarding break of journey.

(*Fundamental Rule I*).

(xx)

Resolution C/249.—Owing to the diversity of opinions expressed by Railways the Commercial Committee do not recommend any alteration of the existing rules at present.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Report No. 11 of the Audit and Accounts Committee.

Resolution S. 2/33.—The Standing Committee approve of the recommendations made in the following resolutions of Meeting No. 11 of the Audit and Accounts Committee held at Simla in October 1932 :—

Interchange of free passes and privilege ticket orders—Interpretation of the term “year” in Rule 91 (iv) of Conference Regulations, Part II, 1932-33 edition.

(*Fundamental Rule 3*).

*Resolution A/92.—The Audit and Accounts Committee recommend that rule 90(vi) should be amended to read as in rule 91(iv) of Conference Regulations, Part II, 1932-33 edition.

(xxi)

Interchange of free passes and privilege ticket orders.

(*Fundamental Rule 3*).

*Resolution A/93.—(i) With reference to proposal (A), the Audit and Accounts Committee recommend that, as the ruling came into operation only from 1st July 1932, it should be given a trial before any revision is considered.

(xxii)

(ii) With reference to proposal (B), the Audit and Accounts Committee discussed this matter with the Commercial Committee for Interchange and as a result thereof they recommend that Rule 91 (10) of Conference Regulations, Part II, 1932-33 edition, be altered to read as follows :—

Orders for outward journeys are available for two months from date of issue only in cases where halts on the journey make it improbable that the order can be presented within 14 days. In all other cases the limit of 14 days will apply. Orders for inward journeys are available for three months from date of issue.

(iii) With reference to proposal (C), the Audit and Accounts Committee recommend that to meet the point raised by Messrs. Martin & Co. Light Railways the word “entire” be substituted for the word “through” in the first line of Rule 91 (15) of Conference Regulations, Part II, 1932-33 edition.

(iv) The Audit and Accounts Committee agree with the General Secretary's Note and recommend that the third para. of Rule 91 (15) of Conference Regulations, Part II, 1932-33 edition, be deleted.

Invoices and Way bills not accounted for—copies to be obtained—Rule 81 of Conference Regulations, Part II, 1932-33 edition.

(*Fundamental Rule 1*).

Resolution A/91.—The Audit and Accounts Committee having discussed this question with the Commercial Committee for Interchange are of the opinion that before a time limit is fixed for the supply of certified copies of invoices and way bills to the receiving Railway an enquiry be instituted by Railways to ascertain the real causes of the errors in the lists of unaccounted for invoices and the delays exceeding six months in obtaining certified copies of invoices. The result of this enquiry should be sent to the General Secretary before the 30th June 1933.

(xxiii)

Apportionment between Railways and Military Department of the cost of labour involved in checking monthly statements of Military Forms submitted by Units and Departments issuing them—Rule 46 of Military Traffic Rules, 1932 edition.

(*Fundamental Rule 1*).

Resolution A/95.—The Audit and Accounts Committee are of opinion that the comparison of the counterfoils or statements of concession vouchers sent in by the Unit or Department issuing them is in the Railway interest and they do not recommend that any charge therefor be levied against the Military Department.

(xxiv)

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Report No. 19 of the Operating Committee.

Resolution S. 3/33.—The Standing Committee approve of the recommendations made in the following resolutions of Meeting No. 19 of the Operating Committee held at Sindu in October 1932 :—

Safety hangers (Broad and Metre Gauges).

(Fundamental Rule 1).

(xxv) Resolution O 311.—(i) The Operating Committee recommend that para. 21 of the Senior Government Inspector's Report on the Jaleswar accident (reproduced below) be referred to the Mechanical Section.

Para. 21 of the Report of the Senior Government Inspector of Railways, Circle No. 1 :—

I understand that the standard design for safety hangers is of the enclosed type and the sooner the open-end ones are replaced the better ; if the cost of doing this is excessive a bolt or pin may be fixed to prevent the open end flattening out.

(ii) The necessity for wagons running with the A. V. B. being fitted with safety hangers for pull rods and brake beams was accepted by the Conference in 1929, but the work appears to have been held in abeyance on several railways for want of funds. The Operating Committee recommend that all wagons not fitted with safety hangers of approved design for pull rods and brake beams offered in interchange by the owning railway after 31st December 1934 be rejected.

Interchange of Metre Gauge Stock.

(Fundamental Rule 1).

(xxvi) *Resolution O/312.—(i) The Operating Committee recommend that rules 6 and 13 of Conference Regulations, Part II, 1932-33 edition, should be revised on the lines suggested by the General Secretary who should circulate the draft revisions to railways for their views and place the subject on the Agenda of the next Meeting of the Operating Committee.

(ii) The Operating Committee recommend that in rule 23 (i) of Conference Regulations, Part II, 1932-33 edition, the word "apportioned" should be substituted for the words "collected and divided".

(iii) With regard to the question raised in para. 5 (i) of letter No. 23/17/1816, dated 26th June 1932 from the Manager and Engineer-in-Chief, Junagad State Railway, to the General Secretary, the Operating Committee consider that the correct procedure is for the applicant to be referred to the Traffic Authorities.

Door resters or wagon door check springs (Broad and Metre Gauges).

(Fundamental Rule 1).

(xxvii) Resolution O/313.—The Operating Committee recommend that the North Western Railway wagons referred to in Agent's letter No. 793-W./122, dated 27th May 1932, be accepted in interchange as a temporary measure provided they are suitably stencilled on the side not fitted with a door rester and that the necessity or otherwise for door resters on such wagons be referred to the Mechanical Section for opinion. The question should be placed on the Agenda of the next meeting of the Operating Committee.

Periodical overhaul of vacuum cylinders of goods wagons (Broad and Metre Gauges)—Rules II (60) and 18 (I) of Rules for Train Examiners, 1932 edition.

(Fundamental Rule 1).

(xxviii) *Resolution O/314.—The Operating Committee recommend the acceptance of the General Secretary's proposal that the following amendments be made in the Rules for Train Examiners, 1932 edition :—

(i) Rule 11 (60)—For the words "period of two years" substitute "permissible maximum period between overhauls, namely, 3 years".

(ii) Rule 18 (I)—Delete the words "once every two years" appearing in the fourth line and alter the comma after the word "wagon" in the same line to a full stop.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Repairs to be carried out on wagons returning to owning railway for periodical overhaul (Broad Gauge).

(*Fundamental Rule 1*).

**Resolution 0/315.*—(i) The Railway Board's proposal to exempt from prescribed penalties wagons due periodical overhaul when offered for interchange, would permit railways to avoid paying for both major and minor damages for which they are responsible and, if penalties were not enforced for deficiencies, missing fittings would not be replaced and removable fittings might be deliberately taken off these wagons. Moreover, the debits entered against these vehicles at junction stations are the last of a series of debits between the various railways over which the vehicles have passed and to eliminate the final debit in a chain of this nature would be to upset the balance in the distribution of expenditure between all railways.

(xxix)

(ii) The Operating Committee recommend that wagons of types which the owning railway has notified for condemnation and individual wagons of any type whose condition is such that it can reasonably be assumed that the owning railway will break it up on receipt, shall not be repaired till a reference has been made to the owning railway.

Standard Broad Gauge Carriage and Wagon labels.

(*Fundamental Rule 1*).

**Resolution 0/316.*—The Operating Committee recommend that Broad Gauge Railways should adopt the labels printed in Appendices A, B & C at pages 58, 59 & 60† as standard when their present stock of labels is exhausted. The dimensions of the periodical overhaul and green label should be 6"×4", to be pasted on the sole-bar, and of the red label 7½"×5½".

(xxx)

†See Proceedings.

Interchange of Coaching and Goods Stock with axle boxes packed with Kappas instead of Cotton Waste (Broad Gauge).

(*Fundamental Rule 1*).

Resolution 0/317.—The Operating Committee record that the trial of North Western Railway stock with axle boxes packed with Kappas has proved satisfactory. They consider that there is no objection to the use of such packing for axle boxes of stock offered in interchange.

(xxxi)

Revision of the Rules for Train Examiners.

(*Fundamental Rule 1*).

Resolution 0/318.—(i) The Operating Committee recommend the acceptance of the recommendations made by the Sub-Committee appointed under Res. O/287, but consider that the revised Rules should come into force from midnight, 30th June 1933, instead of from midnight 31st March 1933.

(xxxii)

(ii) It is recommended that in the meantime the draft rules be circulated to Railways for their views which should be submitted to the General Secretary not later than 15th December 1932 for further consideration by the Sub-Committee: the latter's final recommendations thereon being submitted to the Operating Committee for disposal at its February 1933 Meeting.

(iii) The Operating Committee desire to emphasise that in revising the rules efforts have been made to avoid a parochial attitude and it is hoped that railways in considering the rules will take a broad view of the proposals and consider them from the point of view of railways as a whole.

Schedule of charges (Broad and Metre Gauges).

(*Fundamental Rule 1*).

Resolution 0/319.—The Operating Committee recommend the acceptance of the General Secretary's proposals.

(xxxiii)

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Code letters for I. R. S., I. R. C. A. and Non-standard Coaching and Goods Stock
(Broad and Metre Gauges).

(*Fundamental Rule 1*).

(xxiv)

*Resolution O/320.—The Operating Committee recommend the adoption of the codes allotted by the General Secretary.

Coaching Destination Boards (Broad Gauge).

(*Fundamental Rule 1*).

(xxv)

†See Proceedings.

Resolution O/322.—The Operating Committee attach (Appendix at page 73)† a drawing (No. 13089) prepared by the Chief Mechanical Engineer, East Indian Railway, showing how their proposals can be met. They recommend that this drawing be forwarded to the Carriage and Wagon Standards Committee for acceptance.

Buffer recoil springs (Broad Gauge).

(*Fundamental Rule 1*).

(xxvi)

Resolution O/323.—(i) The Operating Committee recommend the acceptance of the following specification for buffer recoil springs :—

Standard steel spring with a washer $\frac{1}{2}$ " thick

alternatively

A spring consisting of one or two rubber pads with a minimum diameter 3 $\frac{3}{4}$ " and minimum aggregate thickness 1 $\frac{1}{2}$ " with a front washer of a diameter not less than 4" and thickness not less than $\frac{1}{8}$ " and a rear washer of a diameter not less than 4" and thickness not less than $\frac{1}{8}$ "; a parting washer of a minimum diameter 4" and minimum thickness $\frac{1}{8}$ " being provided when two rubber pads are used.

(ii) They recommend that the introduction of Resolution O/299 be postponed until 1st April 1933.

Proposed rejection of cattle and live-stock wagons with doors which cannot be locked in the open position (Broad Gauge).

(*Fundamental Rule 1*).

(xxvii)

Resolution O/324.—The Operating Committee consider that the East Indian Railway should make their own arrangements to secure doors on wagons containing cattle running on those sections of their Railway where standard dimensions are infringed.

Proposed device for indicating externally the number of seats vacant in upper class compartments.

(*Fundamental Rule 1*).

(xxviii)

Resolution O/325.—The Operating Committee record that the proposed device is not a new one. The use of a similar device was contemplated by the North Western Railway but was not pursued. The Operating Committee consider that the use of such a device would be impracticable. It would be necessary to fit it on either side of each compartment of upper class stock which would be an expensive matter—moreover in actual practice it would be impossible to maintain correct indications. Where Conductor Guards are employed the device would serve no useful purpose.

Capacity of Oil and Petrol Tank Wagons—(Broad and Metre Gauges).

(*Fundamental Rule 2*).

Reference :—Conference letter No. C. 14/33, dated 21st March 1933.

(xxix)

Resolution S. 4/33.—The Standing Committee approve of Resolution O/306 of the 19th Meeting of the Operating Committee held at Simla in October 1932, reproduced below :—

Resolution O/306.—(i) The joint meeting of the Operating and Commercial Committees have considered the Sub-Committee's recommendations and are of opinion that it would

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Res. O/306.—(concl'd).

be inadvisable to introduce a tank wagon of less than 5,000 gallons capacity at the present. (*xxxix*)—concl'd. They, therefore, adhere to their previous joint resolution reading as follows :—

I. In view of the objections of the Oil Companies to a higher capacity tank wagon for Kerosine and crude Oil and further in view of track and bridge restrictions, tank wagons similar to existing T. C. and T. P. types with a carrying capacity of 5,000 gallons and an axle load of 16 tons must be retained.

II. A tank wagon of 6,150 gallons capacity and an axle load of 19 tons be designed for use where conditions permit.

(*ii*) In view, however, of the acceptance by one of the principal oil firms of tank wagons of a larger capacity than 6,150 gallons for the transport of Petrol, it is recommended that the foregoing resolution be amended by adding the words "or higher" after "gallons" in paragraph II.

(*iii*) The Commercial Committee desire to record their view that the present is not an opportune time to standardise tank wagons for the conveyance of oil products. The conditions of the industry are changing and attention is particularly drawn to paragraph 6 of the Sub-Committee's Report in this connection.

(*iv*) The Commercial Committee also desire to record their apprehension of the undesirable effect which the forcing of high capacity tank wagons on to the Trade may have on Railway revenues. The tendency is for certain Oil Companies to make retail distribution by road lorries resulting in the closure of smaller railway depots which are then fed by road from larger depots nearer to the Ports. It is reasonable to assume that a policy of providing tank wagons with a capacity larger than that of oil depots would tend to the diversion of traffic to the roads.

Appointment of 5 additional Peons in Indian Railway Conference Association Office.

(*Fundamental Rule 1*).

Reference :—Conference letter No. C. 15/33, dated 22nd March 1933.

Resolution S.5/33.—That 5 additional Peons be appointed as a temporary measure in the office of the Indian Railway Conference Association with effect from 1st April 1933 for one year.

(*xi*)

Amendment of Rule 21 (*iii*) of Military Traffic Rules (1932 edition)—Free allowance of baggage for military personnel.

(*Fundamental Rule 3*).

Reference :—Conference letter No. C. 16/33, dated 25th March 1933.

* **Resolution S.6/33.**—The Standing Committee approve of the recommendations made in Res. C/264 on the subject dealt with by correspondence :—

(*xli*)

Resolution C/264.—The Commercial Committee recommend that—

(1) Rule 21 (*iii*) of Military Traffic Rules (1932 edition) be revised as under :—

21 (*iii*) The free allowance of baggage will be allowed according to the number of individuals actually travelling and not on the number of fares paid except in the case of reserved accommodation in a first class compartment, provided for a high official or officials of the Military Department in which case the free allowance will not be less than that allowed for the number of the fares paid, *e.g.*—

(a) A military high official or officials travelling in a reserved compartment of a first class carriage for which six second class fares are recovered, *vide* rule 20 (*i*), will be entitled to the aggregate free allowance of baggage admissible for the number of fares paid, *viz.*, four and a half maunds.

(b) An invalid for whom lying down accommodation is provided in 2nd class and for which 2 contract fares are recovered, *vide* Serial No. 39 of the Schedule, will be entitled to the free allowance of baggage admissible for one passenger, *viz.*, 30 seers only.

(2) The heading of Rule 21 of Military Traffic Rules (1932 edition) be altered to "Baggage" to conform with that of Rule 22.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Leave to the menial staff attached to the Indian Railway Conference Association.

(*Fundamental Rule I*).

Reference :—Conference letter No. C. 19/33, dated 29th March 1933.

(xlii)

Resolution S.7/33.—That the menial staff of the Indian Railway Conference Association including Wheel Tappers, Coolies, etc., of the Neutral Control Junction Establishment who were appointed before 1st April 1930 may be granted 30 days' leave on full pay in each Calendar year.

House allowance for Officers of the Association.

(*Fundamental Rule I*).

Reference :—Conference letter No. C. 23/33, dated 11th April 1933.

(xliii)

Resolution S.8/33.—That the officers of the Indian Railway Conference Association should from 1st April 1933 receive a fixed monthly allowance representing the difference between 10 per cent. of salary and a permanently fixed rate based on the present cost of obtaining suitable accommodation in Delhi.

Conference Regulations, Part II, 1932-33 edition.

(*Fundamental Rule I*).

Reference :—Conference letter No. C. 29/33, dated 12th May 1933.

(xliv)

Resolution S.9/33.—The Standing Committee approve of the following action being taken with effect from 1st July 1933 :—

(1) The following rules will be omitted from Conference Regulations, Part II :—

32 (a), 51 (a), 97, 102, 108 and 113.

(2) Rule 35 will be omitted from Conference Regulations, Part II, and Rule 91 of Coaching Tariff will be altered to read as under :—

91. *Reserved Accommodation.*—Reserved compartments or carriages are not guaranteed but when such are available, and when there is sufficient room on the trains, will be supplied, if not less than 48 hours notice is given to the Station Master of the station concerned. Parties requiring reserved accommodation need not necessarily be members of the same family. *When reserved accommodation is required by return ticket holders, each half return ticket shall be accepted as one of the tickets needed to reserve the required accommodation.* Charges for reserving compartments or carriages can be ascertained from the Railways concerned.

(3) The following rules which were proposed to be omitted will continue to appear in Conference Regulations, Part II, as a number of Railways have suggested that these should be retained in the book :—

37, 110 and 128.

(4) At the request of certain Metre Gauge Railways, Rule 96, which it was proposed to omit, will continue to appear in Conference Regulations, Part II, and the words "metre and" will be added before the word "narrow" in the first line thereof. The original rule was framed to meet the requirements of Metre Gauge railways.

(5) The following rules will be transferred as indicated below :—

(a) 51 (b) and (c) from Chapter VI to Chapter III as Rules 24 (i) and (ii). Rule 24 *re* : Fixing of rate by a railway having entire command of a route, was deleted, *vide* Corrigendum Slip No. 9 of 26-10-32.

(b) 52 from Chapter VI to Chapter XI as a separate rule after Rule 99.

(c) 101 from Chapter XI to Chapter VIII.

(d) 107 and 114 from Chapter XI to Chapter III as separate rules after Rule 22.

(e) 115 from Chapter XI to Chapter IV as Rule 45 (c).

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—contd.**Report No. 12 of the Audit and Accounts Committee.**

Resolution E.10/33.—The Standing Committee approve of Resolution A/103 of the 12th Meeting of the Audit and Accounts Committee held in Calcutta in January 1933, reproduced below :—

Refunds on tickets not utilised to the full extent.

(Fundamental Rule 1).

Resolution A/103.—The Audit and Accounts Committee recommend that when the share of any Railway in a refund amounts to Re. 1 or less, no debit should lie against that Railway on the analogy of Rule 83 of Conference Regulations, Part II, 1932-33 edition, as it is not covered by that rule. (xlv)

Revision of the provisions and forms of joint station agreements.

(Fundamental Rule 1).

Reference :—Conference letter No. C. 32/33, dated 19th May 1933.

Resolution E.11/33.—The Standing Committee approve of Rule 3 (b) of the General rules and principles governing joint station agreements, *vide* the annexure (Appendix F) to Resolution 36 of the 1932 Conference, being revised as follows :— (xlv)

3 (b). The owning railway shall, from time to time, provide the amount chargeable to capital for additions to and alterations of the existing works and premises and for any new premises or works, which may have to be provided for joint use. All such new works and additions and alterations shall be executed by the owning railway upon plans and estimates to be agreed to by the railways concerned before the work is commenced, except that in the case of furniture, fittings, new minor works and additions to and alterations of existing premises, costing Rs. 2,000 or less, ordinarily debitible to revenue account, the owning railway shall be authorised to carry out such works provided it furnishes a broad description of the same and of the ultimate cost involved to the using railway in each case before the work is done.

Report No. 21 of the Commercial Committee.

Resolution E.12/33.—The Standing Committee approve of the recommendations made in the following resolutions of Meeting No. 21 of the Commercial Committee held at Delhi in February 1933 :—

Order for new Broad Gauge General Service Wagons.

(Fundamental Rule 2).

Resolution C/250.—The Commercial Committee endorse the recommendations of the Operating Committee. They consider that wagons should be ventilated if a ventilator can be designed that is water-tight under monsoon conditions. (xlvii)

Rule 28(b) of Conference Regulations, Part II, 1932-33 edition—Freight on goods and parcels left on hand unclaimed.

(Fundamental Rule 1).

Resolution C/251.—The Commercial Committee agree with the views of the Audit and Accounts Committee that the word "freight" used in rule 28 (b) of Conference Regulations, Part II, contemplates freight to destination as shown on the invoice. (xlviii)

Rule 30 (e) (i) of Conference Regulations, Part II, 1932-33 edition.—Apportionment of claims on through goods and parcels traffic (Inter-railway liability for claims on account of damage by wet to through traffic).

(Fundamental Rule 1).

Resolution C/252.—The Commercial Committee do not consider any alteration necessary to the existing rule 30 (e) (i). They consider that in each case of damage by wet the question of localization of the damage must be settled on its own merits. (xlix)

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Rule 45 (a) of Conference Regulations, Part II, 1932-33 edition.—Time limit for claims on account of freight, etc., charges. (Re. Proposal that claims amounting to over Rs. 50 and not exceeding Rs. 1,000 be accepted if records are available irrespective of the time limit laid down therein).

(Fundamental Rule 1),

(1)

Resolution C/253.—The Commercial Committee are not in favour of the relaxation of Conference Rules referred to in the Agent, A. B. Railway's letter No. EP/443, dated 20th May 1932 and recommend that the Conference Rules be adhered to in the future.

Issue of a separate series of foreign blank card tickets by Railways to differentiate between passengers travelling by mail or express trains and those travelling by ordinary trains,

(Fundamental Rule 1).

(ii)

*Resolution C/254.—The Commercial Committee adhere to their previous resolution. They consider that a railway can only be required to issue a ticket either by mail only or by ordinary trains only so far as the portion of the journey over foreign railways is concerned.

Conveyance of Railway Materials and Stores—Charges for.

(Fundamental Rule 3),

(iii)

Resolution C/255.—The Commercial Committee do not recommend the adoption of the proposals of Sir Arthur Dickenson in regard to the charges which should be levied for the conveyance of railway materials and stores.

In regard to the home line material rate the Committee agree that this should be calculated so as to represent approximately the cost of transportation and as this cost necessarily varies on different railways they are unable to recommend any uniform charge. They consider that this is a matter for settlement by individual Railway administrations.

In regard to the rates to be charged by railways for railway materials and stores conveyed for another railway which is not part of its operating system, the Commercial Committee consider that the proposal to charge the public tariff rate is inadvisable for the reasons given in the replies from railways printed as Appendix D.

The Commercial Committee therefore recommend that existing charges should not be altered.

Rule 104 of Coaching Tariff No. 8.—Concessions (Serial No. 12—Concession for Students attending Y. W. C. A. Summer Conferences).

(Fundamental Rule 3).

(iii)

Resolution C/257.—The Commercial Committee recommend that this concession be retained in view of the further information now available and of the possibility of the Y. W. C. A. Summer camps being closed down, if the concession is withdrawn, resulting in a loss of revenue to Railways.

Rule 104 of Coaching Tariff No. 8.—Concessions (Proposed withdrawal of certain concessions).

(Fundamental Rule 3).

(12)

Resolution C/253.—1. 水 斗 漆 次 容 容 容 地

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ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.**Res. C/258.—(concl'd.)*

4. The Commercial Committee reaffirm that the concessions which they recommended should be cancelled (with the exception of Serial-No. 12 *vide* their Resolution No. C/257) are not justifiable on commercial principles, but recognise that for reasons of policy Railways may favour the retention of some or all of these concessions. From this point of view the Committee suggest that the retention of the following concessions might be considered by the I. R. C. A. :—

(liv)—(concl'd.)

Serial No. 4—Athletes and athletic teams.

„ 5—(a) Any person.

„ (b) Any member of St. John's Ambulance Association.

„ 7—Horses entered for the Gujrat or Kadir pig-sticking cups and their attendants.

„ 21—Pictures, dogs, poultry and other birds for exhibitions and shows.

„ 22—Stores belonging to the Indian Red Cross Society.

„ 23—Members of the United Kingdom Branch of the Empire Parliamentary Association and their families.

„ 25—Packs of Fox-hounds belonging to hunts, etc.

Military Special Goods Trains—Charges for.

(Fundamental Rule 3).

Resolution C/259.—The Commercial Committee consider that if the Military Department require goods vehicles to be despatched by other than ordinary goods trains, they must requisition by passenger trains under rule 20 (iv) and 20 (v) of the Military Traffic Rules and pay at the coaching vehicle rates, the minimum number to be charged for being as laid down in Rule 34.

(lv)

Military Certificate Form for British Troops—Form I. A. F. L. 1180 and Form I. A. F. L. 1181—Revision of.

(Fundamental Rule 3).

**Resolution C/260.*—The Commercial Committee recommend the adoption of the revised forms I. A. F. L. 1180 and 1181 proposed by the North Western Railway and printed as Appendices E and F with effect from 1st June 1933.

(lvi)

Prevention of fraudulent use of Military Forms.

(Fundamental Rule 3).

**Resolution C/261.*—The Commercial Committee recommend the inclusion in rule 46 of Military Traffic Rules of the following forms :—

(lvii)

I. A. F. T. 1736.

Concession forms for Cadets.

They recommend that a separate column should be provided in the monthly statements submitted by the Army Department to railways showing the name of the “ station to ” in the case of each journey and that the Army Department be requested to revise their Army Instruction (India) No. 122 to make it clear that the statements relating to through traffic only originating on the N. W., E. I., E. B., G. I. P. and B. B. & C. I. Railways be sent to the office of the Director, Railway Clearing Accounts and those in respect of local traffic of these railways to the Accounts Officers of the Railways concerned.

Certificate for soldiers of the Indian Army proceeding on or returning from furlough at Government expense when travelling in special military vehicles—Military Certificate forms I. A. F. T. 1720-C and I. A. F. T. 1720-D—Reintroduction of.

(Fundamental Rule 3).

**Resolution C/262.*—The Commercial Committee recommend that clause (iii) of rule 20 (A) of Military Traffic Rules be revised as under :—

(lviii)

(iii) Separate warrants will be issued for the vehicle or vehicles from each starting station to each destination station.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Charges for live-stock of the Army Department loaded in excess of the carrying capacity of wagons used.

(Fundamental Rule 3).

- (lix) *Resolution C/263.—The Commercial Committee recommend that the following note be added to Rules 29 and 30 of Military Traffic Rules :—

NOTE.—Animals are not to be loaded in excess of the carrying capacity of the vehicles used. Should, however, any excess be detected, charges for the excess number will be levied at the rate of one anna per animal per mile.

Warrant Form B for individuals and small parties—I. A. F. T. 1707.

(Fundamental Rule 3).

Reference.—Conference letter No. C. 36/33, dated 29th May 1933.

- (lx) *Resolution S.13/33.—The Standing Committee approve of the recommendations made in Resolution C/265.

Resolution C/265.—The Commercial Committee recommend that the Military Form 14—Warrant Form B for individuals and small parties—I. A. F. T. 1707 printed on page 116 of Military Traffic Rules (1932 edition) be revised as proposed by the Army Department in their letter No. 11962/Q-2, dated 16th March 1933.

Free dieting to subordinate employees undergoing treatment in a Railway Hospital.

(Fundamental Rule 1).

Reference.—Conference letter No. C. 38/33, dated 9th June 1933.

- (lxi) Resolution S.14/33.—That free dieting may be allowed to—

- (1) the subordinate employees of the I. R. C. A. who may undergo treatment in a Railway hospital and whose leave allowance is reduced to Rs. 30 per mensem and below, and also,
- (2) employees on leave without pay whose substantive pay does not exceed Rs. 100 per mensem.

Report No. 7 of the Mechanical Section.

Resolution S.15/33.—The Standing Committee approve of the recommendations made in the following resolutions of Meeting No. 7 of the Mechanical Section held at Lucknow in February 1933 :—

Best method of distinguishing between existing high tensile and low tensile steel drawgear.

(Fundamental Rule 1).

- (lxii) Resolution M/126.—The Mechanical Section are of opinion that it is not possible to lay down any satisfactory method whereby Train Examiners can ascertain the class of material from which drawgear has been manufactured. They recommend therefore that drawgear be classified and marked in Workshops only, as mentioned in Resolution M/111 of 1932, and the class of material be determined :—

- (a) by Carbon determination of small borings taken from the end of the drawbars, the safety lug of the hook, and the back of the eye of the shackle,

or

- (b) by Spark test, as adopted by the Madras & Southern Mahratta Railway.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Door resters or wagon door check springs.

(Fundamental Rule 1).

*Resolution M/127.—The Mechanical Section recommend that :—

(lxiii)

- (i) The definition of an effective rester as given in clause (b) of Res. M/110 should be amplified and revised to read :—

“that an effective door rester be defined as one which prevents the door when dropped from striking the body brackets or underframe or any of the under-gear while not infringing moving dimensions.”

- (ii) A door need not be fitted with a rester if when allowed to swing from the closed position it does not strike any portion of the wagon in accordance with clause (b) of Res. M/110 revised as given in clause (i) above.

- (iii) If resters are removed as in clause (ii) above, the attachment holes must be filled up by welding and the wagon need not be stencilled.

- (iv) If the design of rester of the owning Railway is altered by a foreign line but can then satisfy the conditions imposed in revised Res. M/110 the wagon cannot be rejected or debit preferred.

Minimum diameters of metre gauge axle journals (Metre Gauge).

(Fundamental Rule 1).

Resolution M/128.—The Mechanical Section recommend that the Metre Gauge Table under Rule 11 (3), page 13 of Rules for Train Examiners, 1932 edition, be amplified to include non-standard axles as follows :—

(lxiv)

Gross load at rail.		Journal minimum diameter.	
Tons.		Inches.	
6½		3½	
6		3⅝	
5		3	

Tarpaulin cleats on wagons.

(Fundamental Rule 1).

Resolution M/129.—The Mechanical Section recommend that all existing designs of tarpaulin cleats be superseded by the I. R. S. design as shown on drawing No. I. R. S. (W)/W. 3 and that when replacements are necessary they shall be to that design.

(lxv)

Tyre defect gauge (Broad and Metre Gauges).

(Fundamental Rule 1).

*Resolution M/130.—The Mechanical Section recommend that the letter “S” should be stamped immediately after and in line with the letter “G” on the tyre defect gauge to show the condemning size of stud fastened tyres. The notes at the foot of Plates XVII and XIX of Rules for Train Examiners, 1932 edition, should be amplified accordingly.

(lxvi)

Fitting of bearing brass stops to axle boxes.

(Fundamental Rule 1).

*Resolution M/131.—The Mechanical Section strongly recommend that all axle boxes without the back shroud plate or bearing stop lugs cast integrally with the box be fitted with side stops riveted to the box as wagons pass through shops. The rivets need not be welded and the Director of Wagon Interchange should notify all railways that these rivets are not to be considered as contravening Rule 11 (10) of the Rules for Train Examiners, 1932 edition.

(lxvii)

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Standard design of safety hangers.

(Fundamental Rule 1).

(lxviii)

*Resolution M/132.—The Mechanical Section recommend that :—

(i) Wagons shall be rejected in interchange after December 31st, 1936, if they are not fitted with safety hangers for brake beams and brake pull rods excepting as specified in clause (iv) below.

(ii) The minimum sections of safety hangers shall be as follows :—

(a) Brake beams—

Broad Gauge	closed type	..	..	..	$1\frac{1}{2}" \times \frac{1}{4}"$
"	"	open	"	..	$1\frac{3}{4}" \times \frac{1}{2}"$
Metre Gauge	closed	"	..	..	$1\frac{1}{4}" \times \frac{1}{4}"$ or 5/8" dia.
"	"	open	"	..	$1\frac{1}{2}" \times 3/8"$

(b) Pull rods—

Broad Gauge	closed type	..	..	..	$1\frac{1}{4}" \times \frac{1}{4}"$ or 5/8" dia.
"	"	open	"	..	$1\frac{1}{2}" \times 3/8"$
Metre Gauge	closed	"	..	..	$1\frac{1}{4}" \times \frac{1}{4}"$ or 5/8" dia.
"	"	open	"	..	$1\frac{1}{2}" \times 3/8"$

(iii) Safety hangers which do not comply with clause (ii) above may continue in use up to the 31st December 1936. When the open type safety hangers require renewal they should be replaced by the closed type.

(iv) If bogie wagons are provided with brackets instead of safety hangers the wagons shall be accepted in interchange but the sectional area of the bracket must not be less than the areas of the sections prescribed in clause (ii) above for open types.

Standard for periodical overhaul of wagons.

(Fundamental Rule 1).

(lxix)

*Resolution M/133.—The Mechanical Section recommend the following definition :—

Periodical overhaul of a wagon shall consist of lifting, thorough examination and repair to enable the wagon to run for the full period until next periodical overhaul and full painting and lettering.

Buffer recoil springs (Broad Gauge).

(Fundamental Rule 1).

(lxx)

*Resolution M/135.—(i) This Section consider that buffer recoil springs are necessary.

The present question appears to have been raised on the desirability or otherwise of postponing the date of introduction of the fitting of deficient recoil springs on existing stock and this Section are of opinion that the date should not be postponed but that the penalty should not be more than Rs. 2.

(ii) The Mechanical Section recommend the following specification for buffer recoil springs :—

(a) a steel spring of not less than two complete coils internal diameter 1 5/8" and external diameter 4 1/8", section metal $1\frac{1}{4}" \times \frac{1}{2}"$. Height of spring when free 1 7/8".

or

(b) a rubber spring composed of two washers not less than $3\frac{3}{4}"$ diameter and each of thickness $\frac{3}{4}"$ with a hole not more than 1 5/8" diameter and a dividing plate not less than 1/16" thick of a diameter not less than 4" with a 1 5/8" hole.

NOTE.—If, on existing buffers, the buffer spindle be too short for the standard recoil spring, one rubber washer may be used and a $\frac{1}{2}"$ cotter in place of the standard 1" cotter may be fitted when necessary.

A mild steel washer not less than 4" dia. $\times \frac{1}{2}"$ thick with a hole 1 5/8" dia. must be used between the spring and the buffer nut.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Report No. 20 of the Operating Committee.

Resolution S. 16/33.—The Standing Committee approve of the recommendations made in the following resolutions of Meeting No. 20 of the Operating Committee held at Lucknow in February 1933 :—

Revision of the provisions and forms of joint station and other similar working agreements between Railways to meet present day conditions with special reference to their simplification and standardization (All Gauges).

(*Fundamental Rule 1*).

Resolution O/329.—The Operating Committee recommend that shunting and marshalling charges at a joint station should be calculated at the average cost per engine mile of locomotive expenses.

(lxxi)

Booking of empty State saloons built for the use of High Officials of Government (All Gauges).

(*Fundamental Rule 1*).

Resolution O/331.—The Operating Committee recommend that empty saloons for the use of High Officials of Government should be booked on paid parcel Way Bills.

(lxxii)

Changes in Coaching Time Tables (All Gauges).

(*Fundamental Rule 1*).

*Resolution O/332.—The Operating Committee recommend that Standing Resolution 124, Conference Regulations, Part II, 1932-33 edition, be revised as under commencing with the time tables of 1st October 1933 :—

(lxxiii)

124. Important alterations in the timings of through trains should only be made every six months from 1st April and 1st October. The timings of other trains should not, unless absolutely necessary, be altered or corrections made between the issues of the time tables.

Revision of rules for routing and misuse of rolling stock (Broad and Metre Gauges).

(*Fundamental Rule 1*).

*Resolution O/333.—The Operating Committee recommend the acceptance of the proposed rules, circulated by the General Secretary, with certain modifications. The existing rules and the rules as recommended by the Operating Committee are printed below :—

(lxxiv)

Present.	Proposed.
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CHAPTER II—BROAD AND METRE GAUGE. (Coaching Stock).

3 (ix). Vehicles found at an intermediate station on the outward journey to have been mis-sent shall be sent on to destination by the shortest route. This clause applies to mis-sending without contravention of rule 2, namely, diversion of vehicles booked in accordance with rules, or vehicles sent to right destinations by wrong routes when containing outward traffic booked and carried in contravention of rule 22.

3 (ix). A loaded vehicle found at an intermediate station on the outward journey on a route in contravention of rule 22 shall be sent to destination by the shortest route.

(lxiv)—(contd.)

RESOLUTIONS OF THE STANDING COMMITTEE.

Present.	Proposed.
<p style="text-align: center;">CHAPTER II—BROAD GAUGE. (Goods Stock).</p> <p>6 (xiv). If loads are not available for wagons marked "N. P." they shall be returned to the owning railway by the junction by which received from the contiguous railway or as may be otherwise agreed upon. All agreements between railways as to the routing of empties shall be approved by the Director.</p> <p>6 (xv). All wagons marked "N. P." which have been dealt with in contravention of the foregoing shall be returned to the owning railway by the shortest route unless reloaded to or <i>via</i> the owning railway, in which case they may be sent to the owning railway by the route booked at the reloading station.</p> <p style="text-align: center;">No rule.</p> <p>NOTE.—Proposed rule will remove existing discrepancy between Broad Gauge "N. P." wagons and Metre Gauge wagons.</p> <p>6 (xvi). If goods loaded in "N. P." wagons are required to be sent on to a station beyond the original destination, the consignment may be sent on in the original wagon without incurring a charge for mis-sending.</p> <p style="text-align: center;">No rule.</p> <p>NOTE.—Proposed rule will remove existing discrepancy between Broad Gauge "N. P." wagons and Metre Gauge wagons.</p> <p>6 (xvii). All "N. P." wagons passing junctions of interchange must be stencilled with the junction initials and date before the wagon leaves the junction. The stencilling will be done by the receiving railway staff. Where there is no separate receiving railway staff the work will be carried out by the joint staff.</p>	
<p>6 (xiv). If loads are not available for "N. P." wagons they shall be returned to the owning railway by the junction by which received from the contiguous railway except as provided in clause (xvi) or as may be otherwise agreed upon. All agreements between railways as to the routing of empties shall be approved by the Director.</p> <p>6 (xv). An "N. P." wagon which has been dealt with in contravention of clause (xii) or (xiii) shall be returned to the owning railway by the shortest route unless reloaded to or <i>via</i> the owning railway, when it shall be sent to the owning railway by the route booked at the reloading station.</p> <p>6 (xvi). An "N. P." wagon dealt with in contravention of rule 22 on the outward journey if returned empty, should be booked by the correct route which having been credited with its full freight on the outward journey will receive no haulage on this portion of the return journey. In the event of invoice particulars not being available, the empty wagon should be returned by the junction by which received according to stencil marks.</p> <p>NOTE.—This rule does not contemplate levy of penalty charges if the wagon is returned by a route other than the route accounted for in the division sheets.</p> <p>6 (xvii). If goods loaded in an "N. P." wagon are required to be sent on beyond the original destination, the consignment may be sent on in the original wagon without contravening clause (xii) or (xiii) of this rule.</p> <p>6 (xviii). A loaded "N. P." wagon found at an intermediate station on the outward journey on a route in contravention of rule 22 shall be sent to destination by the shortest route [See Rule 23 (iii)].</p> <p>6 (xix). An "N. P." wagon passing a junction of interchange on the outward journey must be stencilled with the junction initials and date before the wagon leaves the junction. On the return journey the stencilling of each junction must be obliterated as the wagon passes that junction except when being returned under clause (xv) or (xvi). The stencilling and obliteration will be done by the staff of the receiving railway or by the joint staff where there is no separate staff of the receiving railway, but on an "N. P." wagon being returned under clause (xv) or (xvi) the staff at the despatching station shall affix a label showing the route to the owning railway and enter full particulars in the vehicle guidance.</p>	

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*con'd.*

(12 riv)—(contd.)

Present.

Proposed.

CHAPTER II—BROAD GAUGE. (Goods Stock)—*cont'd.*

9 (v). Any railway which deals with an "N. P." wagon in contravention of rules 6 (xiv) or (xv) shall pay to the owning railway a penalty of Rs. 10. This penalty will not be leviable in addition to that under rule 9 (iv) against one and the same Railway.

9 (vi). A railway, other than the owning railway, which incurs empty haulage in consequence of the misuse or missending of an "N. P." wagon, is entitled to haulage at the rate of 18 pies per mile for such empty haulage, which shall be debited to the railway misusing or missending the "N. P." wagon.

CHAPTER II—METRE GAUGE. (Goods Stock).

13 (ii). Subject to the provisos that the owning railway may give notice that it requires that its wagon shall—

- (a) if loaded be returned by the junction by which received;
- (b) only be loaded in the direction of the owning railway, diversion being allowed locally to secure a return load,

wagons belonging to another railway may be loaded by the receiving railway either—

- (1) locally,
- (2) in the direction of the owning railway,
- (3) to the owning railway,
- (4) beyond but *via* the owning railway,

and to secure such load may be diverted locally at the discretion of the receiving railway. Neither of the provisos shall be brought into effect until 72 hours after midnight of the day on which the notice is received. Wagons can be diverted, loaded or empty under clause (iv) (4) of this rule.

13 (iii). Except under mutual arrangements empty foreign wagons must be returned to the forwarding railway *via* the junction by which received. This does not apply to wagons falling under clause (v) of this rule.

13 (v). Wagons which have been missent to a foreign railway shall be returned by the foreign railway to the owning railway by the shortest route, unless loaded to or beyond the owning railway; in which case they may be sent by the invoiced route to destination.

13 (vi). If goods are required to be sent to a station beyond the original destination, the consignment may be sent on in the original wagons without incurring a charge for missending.

13 (vii). Wagons found at an intermediate station on the outward journey to have been missent shall be sent on to destination by

9 (v). Any railway which deals with an "N. P." wagon in contravention of rule 6 (xiv), 6 (xv) or 6 (xvi) shall pay to the owning railway a penalty of Rs. 10. This penalty will not be leviable in addition to that under rule 9 (iv) against one and the same railway.

9 (vi). A railway other than the owning railway which incurs empty haulage in consequence of the contravention of rule 6 (xii), 6 (xiii), 6 (xiv) or 6 (xv) is entitled to haulage at the rate of 18 pies per mile per wagon for such empty haulage which shall be debited to the railway responsible for the contravention.

13 (i)(a). Subject to the proviso, which shall not be brought into effect until 72 hours after midnight of the date on which the notice is received, that the owning railway may give notice that its wagons may not be loaded locally by the receiving railway, wagons belonging to another railway may be loaded by the receiving railway either—

- (1) locally,
- (2) to a station on the route *via* which received,
- (3) to the owning railway,
- (4) beyond but *via* the owning railway,

and to secure such load may be diverted locally at the discretion of the receiving railway.

(b) The notice referred to in clause (a) above shall be given by telegram to any railway concerned. It shall remain in force unless cancelled earlier for a period of 60 days from date of issue after which it may be renewed for further periods of 60 days.

13 (iii). Except under mutual arrangements or as provided in clauses (v) and (viii) empty foreign wagons must be returned to the forwarding railway *via* the junction by which received.

13 (v). A wagon which has been dealt with in contravention of clause (ii) or (iii) shall be returned to the owning railway by the shortest route unless reloaded to or *via* the owning railway when it shall be sent to the owning railway by the route booked at the reloading station.

13 (vi). If goods are required to be re-booked to a station beyond the original destination, the consignment may be sent on in the original wagon without contravening clause (ii).

13 (vii). A loaded wagon found at an intermediate station on the outward journey on a route in contravention of

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*(lxxiv)—(*contd.*)

Present.

Proposed.

CHAPTER II—METRE GAUGE. (Goods Stock)—*concl'd.*

the shortest route. This clause applies to missending without contravention of clauses (ii) and (iii) of this rule, namely, diversion of wagons booked in accordance with rules, or wagons sent to right destinations by wrong routes when containing outwards goods booked and carried in contravention of rule 22.

13 (viii). Wagons missent on the outward journey should, when there is no break of gauge, be returned by the correct route if possible which, having been credited with its full freight on the outward journey, will receive no haulage on this portion of the return journey.

No rule.

NOTE.—Proposed rule will remove existing discrepancy between Broad Gauge "N. P." wagons and Metre Gauge wagons.

16 (xi). If an empty wagon is missent, the missending railway shall pay to the railways over which the wagon runs, owing to such missending a haulage charge for the distance misdespatched of 9 pies per mile per wagon.

rule 22 shall be sent to destination by the shortest route.

13 (viii). A wagon dealt with in contravention of rule 22 on the outward journey, if returned empty, should be booked by the correct route which having been credited with its full freight on the outward journey, will receive no haulage on this portion of the return journey. In the event of invoice particulars not being available, the empty wagon should be returned by the junction by which received according to stencil marks.

NOTE.—This rule does not contemplate levy of penalty charges if the wagon is returned by a route other than the route accounted for in the division sheets.

13 (x). A wagon passing a junction of interchange on the outward journey must be stencilled with the junction initials and date before the wagon leaves the junction. On the return journey the stencilling of each junction must be obliterated as the wagon passes that junction except when being returned under clause (v) or (viii) of this rule. The stencilling and obliteration will be done by the staff of the receiving railway or by the joint staff where there is no separate staff of the receiving railway, but on wagons being returned under clause (v) or (viii) the staff at the despatching station shall affix a label showing the route to the owning railway and enter full particulars in the vehicle guidance.

16 (xi). A railway other than the owning railway which incurs empty haulage in consequence of the contravention of rule 13 (ii), 13 (iii), 13 (v) or 13 (viii) is entitled to haulage at the rate of 9 pies per mile per wagon for such empty haulage which shall be debited to the railway responsible for the contravention.

CHAPTER III—GENERAL.

23 (v). When a consignment for which a whole wagon is not used is overcarried, carried by a wrong route or sent to a wrong destination, the railway responsible for the error shall pay the railway or railways carrying the consignment 10 pie per maund per mile for the distance over which the consignment has been overcarried, carried by a wrong route or carried to a wrong destination, subject to the proviso that payment shall not be made for the distance on which freight is earned.

23 (v). When a consignment for which a whole wagon is not used is overcarried, carried in contravention of rule 22 or sent to a wrong destination, the railway responsible for the error shall pay the railway or railways carrying the consignment 10 pie per maund per mile for the distance over which the consignment has been overcarried, carried in contravention of rule 22 or carried to a wrong destination, subject to the proviso that payment shall not be made for the distance on which freight is earned.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*(lxxiv)—(*concl.*)

Present.

Proposed.

CHAPTER III—GENERAL—*concl.*

23 (vi) (a). When a consignment or consignments for which a whole wagon is used is overcarried, carried by a wrong route or carried to a wrong destination the railway or railways responsible for the error shall pay to the railway or railways carrying the consignment or consignments, 10 pie per maund per mile or haulage charges at the rate of 18 pies per mile per wagon in the case of Broad Gauge stock and 9 pies per mile per wagon in the case of Metre Gauge stock whichever is higher, subject to the proviso that payment shall not be made for the distance on which freight is earned. When loose goods chargeable at a wagon mile rate, for which no alternative minimum is quoted as contemplated in rule 52 of General Classification of Goods No. 17, are misdespatched, haulage should be paid at 10 pie per maund per mile on the carrying capacity of the wagon used, if the actual weight cannot be ascertained.

(b) In the case of Metre Gauge stock, the railway or railways responsible for the error shall pay to the railway or railways carrying the consignment or consignments the hire incurred owing to the misdespatch in addition to the haulage charges.

23 (vii). When a wagon containing live-stock is overcarried, carried by a wrong route, or carried to a wrong destination, the railway or railways responsible for the error shall pay to the railway or railways carrying the consignment haulage at the rate of 18 pies per wagon per mile over the Broad Gauge and 9 pies per wagon per mile over the Metre Gauge, subject to the proviso that payment shall not be made for the distance on which freight is earned.

23 (vi). When a consignment or consignments for which a whole wagon is used is overcarried, carried in contravention of rule 22 or carried to a wrong destination the railway or railways responsible for the error shall pay to the railway or railways carrying the consignment or consignments, haulage charges at the following rates, subject to the proviso that payment shall not be made for the distance on which freight is earned :—

- (a) In the case of loose goods chargeable at a wagon mile rate, for which no alternative minimum is quoted as contemplated in rule 52 of General Classification of Goods No. 17, at 10 pie per maund per mile on the carrying capacity of the wagon used, if the actual weight cannot be ascertained.
- (b) In the case of live-stock and other animals 18 pies for Broad Gauge and 9 pies for Metre Gauge 4-wheeled wagon per mile.
- (c) In all other cases 10 pie per maund per mile or 18 pies in the case of Broad Gauge and 9 pies in the case of Metre Gauge 4-wheeled wagon per mile, whichever is higher.
- (d) In the case of Metre Gauge stock, the railway or railways responsible for the error shall pay to the railway or railways carrying the consignment or consignments the hire incurred owing to the misdespatch in addition to the haulage charges.

NOTE.—Deleted as this has since been provided for in rule 23 (vi) (b).

NOTE.—The Operating Committee consider the following rules which the General Secretary proposed to delete, should be retained :—

13 (iv), 13 (ix) & 16 (xiii).

Removal of pumps from oil and petrol tank wagons (Broad and Metre Gauges).

(Fundamental Rule 1).

Resolution O/334.—The Operating Committee recommend that in view of the objections raised by the Oil Companies to the removal of pumps from tank wagons the pumps should be retained on the wagons.

(lxxv)

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Elimination of door hooks and eyes on wagons other than those provided for the carriage of live-stock (Broad Gauge).

(*Fundamental Rule 1*).

(*lxvii*) *Resolution O/335.*—The Operating Committee recommend that door hooks and eyes be retained on all flap door covered wagons as it is impracticable to allocate separate wagons for live-stock.

Revision of the Rules for Train Examiners (All Gauges).

(*Fundamental Rule 1*).

(*lxvii*) *Resolution O/340.*—I. After further consideration of the revised Rules for Train Examiners proposed by Mr. Flatt's Sub-Committee, the Operating Committee are apprehensive lest their introduction should result in increasing rejections beyond the capacity of junctions to deal with them and they therefore consider that it is not advisable to bring them into force until a test application of the new rules has been carried out and the result analysed in comparison with the existing rules. The Committee, therefore, recommend :—

- (i) that a test check applying the new rules should be carried out by the Director of Wagon Interchange at Ghaziabad and Ajni and the result reported to all railways and to Mr. Flatt's Sub-Committee for their comments,
- (ii) that the matter be further considered in the light of the experience thus gained at the next Meeting of the Operating Committee,
- (iii) that the introduction of the new rules be postponed pending the result of this check.

II. The Operating Committee's recommendations on the remaining proposals of the Sub-Committee are as under :—

Sub-Committee's Subject No. 1—Electrical installation in carriages interchanged.

* (1) The Operating Committee recommend the addition of the following rule to the Rules for Train Examiners :—

- (i) Where electrically equipped vehicles are accepted at interchange points without deficiencies or defects and with adequate dynamo and battery capacity the railway which carries out the work of re-charging the battery shall bear the cost.
- (ii) Where electrically equipped vehicles are accepted at interchange points with deficiencies, defects or inadequate dynamo and/or battery capacity, which interfere with the charging or capacity of the batteries, the foreign railway shall be entitled to raise debit against the parent line in accordance with item 416 for all re-charging.

Sub-Committee's Subject No. 3—Extended return dates on Pooled Wagons.

* (3) The Operating Committee recommend that :—

- (i) Rule 17 (3)—P of the Rules for Train Examiners, 1932 edition, be revised as follows :—

P—Periodical overhaul; comprising such attention and repairs to the running gear, draw gear, buffing gear and body as will enable the vehicle or wagon to remain in traffic for the prescribed period.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

- (ii) From paragraph 1 (i) of Appendix VII to Standing Instructions, Broad Gauge (*lxxvii*)—*concl.*
Wagon Pool, the following should be omitted :—

“ and pooled wagons bearing return dates more than two years in advance of the date of overhaul without the prescribed “ EXD ” marking.”

Sub-Committee's Subject No. 4—Inclusion of diagrams showing method of loading timber, firewood, etc., in the Rules for Train Examiners.

- (4) The Operating Committee do not recommend the inclusion of additional plates as proposed by the Madras & Southern Mahratta Railway.

Sub-Committee's Subject No. 7—Title of the revised Rules for Train Examiners.

- (7) The Operating Committee recommend that the revised rules when issued be entitled :—

Conference Regulations, Part III, containing rules for Train Examiners and for the equipment and maintenance of rolling stock for the purpose of interchange.

Sub-Committee's Subject No. 9—Internal examination of partly occupied carriages.

- (9) The Operating Committee recommend that no alteration should be made to the existing rule.

Hire charges on Foreign Railway wagons not fitted with Automatic Vacuum Brake or piped (Metre Gauge).

(Fundamental Rule 1).

Resolution O/341.—The Operating Committee do not recommend the adoption of the Assam Bengal Railway's proposal that half hire only should be charged on stock not fitted with vacuum brake or piped.

(*lxxviii*)

Wagons fitted with shoe-ended bearing springs (Broad Gauge).

(Fundamental Rule 1).

**Resolution O/342.*—The Operating Committee consider the restriction imposed by the Bengal Nagpur Railway should only apply to wagons with shoe-ended springs which have not been fitted with securing bolts or rivets in the shoes. It is recommended that all railways having wagons with shoe-ended springs should arrange to fit securing bolts or rivets in the shoes where this has not already been done

(*lxxix*)

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Broad Gauge Wagon Census (Broad Gauge).

(Fundamental Rule 1).

- (lxxx) *Resolution O/343.*—The Operating Committee recommend that the next wagon census be held in 1934.

Type of lanterns to be used by Neutral Control Staff during examination (Broad Gauge).

(Fundamental Rule 1).

- (lxxxi) *Resolution O/344.*—The Operating Committee recommend that "Lantern, Inspectors' Dietz Ideal" similar to sample be adopted as standard for Neutral Staff.

Adjustment of expenditure at Neutral Control Junctions (Broad Gauge).

(Fundamental Rule 1).

- (lxxxii) *Resolution O/346.*—The Operating Committee recommend that paragraph (1) of their Res. 32 be revised as under :—

- (1) at junctions of two railways, equally between the two railways, except that the cost of the work performed solely for the working railway, shall be borne wholly by the working railway. It shall be optional for the working railway to decide whether such work shall be performed by Neutral or by its own staff.

Grant of travelling concessions to Warrant Officers of the Royal Indian Marine.

(Fundamental Rule 3).

Reference :—Conference letter No. C. 46/33, dated 4th July 1933.

- (lxxxiii) **Resolution S. 17/33.*—The Standing Committee approve of Serial No. 3 and Serial No. 4 of Appendix B to Military Traffic Rules (1932 edition) being revised as follows :—
Pages 54-55.

- Serial No. 3. (i) After "Indian Medical Department," in column 2 insert "and Royal Indian Marine,"
(ii) In the remarks column against this item insert "Not applicable to the Warrant Telegraphists and the Gunner recruited from England for service in the R. I. M. for a period of 5 years."
- Serial No. 4. (i) After "Indian Medical Department," in column 2 insert "and Royal Indian Marine,"
(ii) In the remarks column against this item insert "Not applicable to families of Warrant Officers as specified above against Serial No. 3."

Automatic line clear token exchanger under trial as standard.

(Fundamental Rule 2).

Reference :—Conference letter No. C.47/33, dated 10th July 1933.

- (lxxxiv) *Resolution S. 18/33.*—The Standing Committee approve of Resolution No. M/121 of the 7th Meeting of the Mechanical Section held at Lucknow in February 1933, reproduced below :—

Resolution M/121.—This Section note that further trials have been made with the Nonpareil Exchanger and that the Sub-Committee are now concentrating on a modification of the design which has been named the Snapstick Exchanger. They recommend that, provided the Railway Board sanction the intermittent infringement of moving dimensions inherent in the design when the engine apparatus is in the exchanging position, the snapstick Exchanger be tried out under actual service conditions on the Madras & Southern Mahratta, North Western and Bengal & North Western Railways and that the Chief Mechanical Engineer, Madras & Southern Mahratta Railway, should act as Reporter.

ANNEXURE TO RESOLUTION No 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Providing medical facilities on excursion and pilgrim special trains.

(Fundamental Rule 2).

Reference.—Conference letter No. C. 48/33, dated 17th July 1933.

Resolution S. 19/33.—The Standing Committee approve of the recommendations made in Resolution No. MD/14 of Medical Section Meeting No. 2 held at Delhi in January 1933, reproduced below :—

(lxxxv)

Resolution MD/14.—(i) This subject was proposed at the last meeting of the Section for discussion and was reported on by Dr. T. Scoresby-Jackson independently of the report of the Standing Advisory Committee of Medical Officers which had not then been forwarded to the Indian Railway Conference Association.

(ii) The Section are of opinion that it is sometimes necessary that a railway doctor with staff and equipment should be provided on excursion and pilgrim special trains, other than Mela specials. Generally speaking this provision will be required when such trains travel over more than one railway or the tour lasts for over 7 days, or on excursion and pilgrim specials visiting infected areas. The arrangements should be made by the administration of the railway from which the special originates.

(iii) They recommend that the additional expenditure on account of such medical arrangements should be a charge against the cost of running the train.

(iv) With regard to the recommendations of the Standing Advisory Committee of Medical Officers forwarded by the Railway Board, the Medical Section endorse these recommendations generally. They consider that the status of the railway doctor accompanying the train should be that of a sub-assistant surgeon or a doctor of higher grade at the discretion of the administration making the arrangements.

(v) With regard to the practicability of making an inspection twice daily, the Section would point out that a detailed examination of individual persons is not intended and they are of opinion that the inspection contemplated is, therefore, practicable.

(vi) With regard to the question of insisting on inoculation or vaccination, they are of opinion that this cannot be legally enforced. It can be offered, but not given without the consent of the person.

Appointment of Establishment and Tariff Clerks.

(Fundamental Rule 1).

Reference.—General Secretary's letter No. ICE. 173/57, dated 19th July 1933.

Resolution S. 20/33.—That the appointments of Mr. K. C. Sehgal as Establishment Clerk on Rs. 200 per mensem in the grade Rs. 150—10—200 with effect from the 1st April 1932 and Mr. Jethanand as Tariff Clerk on Rs. 300 in the grade Rs. 200—20—300—25—450 with effect from the 1st January 1933 be approved.

(lxxxvi)

Revision of the abstracts of Revenue Working Expenses.

(Fundamental Rule 2).

Reference.—Conference letter No. C. 54/33, dated 4th August 1933.

Resolution S. 21/33.—The Standing Committee approve of Resolution A/100 of the Audit and Accounts Committee, reproduced below, and direct that the General Secretary forward a copy thereof to the Railway Board in reply to their reference :—

(lxxxvii)

Resolution A/100.—(i) The Audit and Accounts Committee consider that any revision in the form of abstract of Revenue working expenses should be deferred till the Railways pass out of the present slump and come back to a normal measure of prosperity, as any change at the present moment will vitiate comparison of current expendi-

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*Res. A/100—*concl'd.*(lxxxvii)—*concl'd.*

ture with previous years and interfere seriously with the measures of retrenchment which are in progress all round and as this is hardly the time to undertake any extra expenditure which the change is likely to involve. They are aware that Mr. Pope has commenced his enquiries and the results of his labours and of those associated with him will be available in due course and these can be taken into consideration in the details of the abstracts.

(ii) Taking up the main features of the new abstracts as set out, the Committee make the following observations :—

(a) No remarks. The proposed division is accepted.

(b) There appears to be no special advantage in having a separate abstract for Stores Department. But the abstract for electrical expenses should be considered specially by the G. I. P., B. B. & C. I. and S. I. Railway Administrations which are essentially interested in the matter.

(c) There appears to be no advantage in combining abstracts F and G.

(d) Same remarks as against (b).

(e) The distribution of bonus and gratuity charges under the various abstracts increases work without any advantage.

(f) No remarks.

(g) No remarks.

(h) The proposed transfer of the head "Carriage of Revenue Stores" from the several abstracts into the new abstract for the Stores Department will interfere with proper control of expenditure and further does not appear to conform to correct principles of accounting.

It is noticed that this change appears to conflict with foot-note (60).

(iii) As regards the detailed examination of the new abstracts the Committee feel that they have not the time to consider them in detail. They would however observe that :—

(a) the necessity for separating pay from leave salary is not clear and that this division will increase work.

(b) the omission of the head "New Minor Works" appears to be unintentional.

(c) losses of stores should continue to be debited to the respective abstracts as at present and not lumped up under the new abstract for the Stores Department.

(iv) In conclusion the Committee consider that frequent changes in classification are to be deprecated and that any changes which may be decided upon should stand unchanged as long as possible.

Re-arrangement of Rules 25, 26, 27, 89, 112 and 127 of Conference Regulations, Part II (1932-33 edition).

(*Fundamental Rule I*).

Reference.—Conference letter No. C. 53/33, dated 29th July 1933.

(lxxxviii)

*Resolution S. 22/33.—The Standing Committee approve of the recommendations made by the Commercial Committee for Interchange in regard to re-arrangement of Rules 25, 26, 27, 89, 112 and 127 of Conference Regulations, Part II (1932-33 edition).

Proceedings of the meeting of Advisory Committee of Personnel Officers appointed by the President to consider and report on certain subjects relating to the free pass and privilege ticket order rules.

Reference.—Conference letter No. C. 57/33, dated 25th August 1933.

Resolution S. 23/33.—The Standing Committee approve of the recommendations made in the following resolutions of the Advisory Committee of Personnel Officers (1933) appointed by the President to deal with certain subjects relating to free pass and privilege ticket order rules.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Conveyance of motor cars for Railway officials on occasions other than move on transfer or duty.

(Fundamental Rule 3).

Resolution No. 1.—(i) There should be no interchange of the privilege of free passes for the carriage of motor cars of officers between Railways on these occasions. (lxxxix)

(ii) We recommend a universal interchange concession rate of 1½ annas per wagon mile for motor cars of officers subject to the minimum applicable of Rs. 10 and to the production of a certificate that the motor car is the personal property of the officer and is required at the destination for the personal use of the officer or his wife. This concession to be limited to two sets in a year.

(iii) We feel that the local rules of each Railway in respect of both passes and concessions are a domestic matter for each Railway and may be left to them to decide.

Issue of passes to labourers and daily rated staff.

(Fundamental Rule 3).

Resolution No. 4.—We consider that it would be a mistake to endeavour to regulate the issue of passes on the basis of any definition such as that used for labourers and inferior servants in the New Leave Rules and recommend that passes should be issued to these classes of servants on the basis of pay as recommended in para. (iii) of Resolution No. 2. (xc)

Interchange of passes between Railways—Passes for servants.

(Fundamental Rule 3).

**Resolution No. 5.*—The word “servant” implies :— (xci)

“One employed on a salary in the personal service of the pass holder.”

Proposed issue of free passes and privilege ticket orders to the staff of Road Motor Transport Services run by Railways.

(Fundamental Rule 3).

Resolution No. 6.—As this class of staff falls within the definition given in Chapter VIII, para. 90 (1) (a) of Conference Regulations, Part II, 1932-33 edition, they are eligible for passes and privilege ticket orders under the rules. (xcii)

Issue of free passes and privilege ticket orders to the staff of Senior Government Inspectors of Railways, Railway Clearing Accounts Office, etc.

(Fundamental Rule 3).

**Resolution No. 7.*—(i) We consider that Railway staff transferred temporarily or permanently to the office of any General Railway Institutions, such as :— (xciii)

Railway Clearing Accounts Office,

Chief Publicity Office,

Indian Railway Conference Association,

Controller of Railway Accounts,

Senior Government Inspectors, etc.,

should be compelled to treat their original Railway as their home line if that Railway serves their new Headquarters station. In all other cases the employee should be given the option to elect one of the Railways serving his new Headquarters station and be governed by the Pass Rules of the Railway elected.

(ii) With regard to a revision in the order of the rules, we do not feel this is justified except when a reprint is undertaken.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

Availability of privilege ticket orders by mail trains—Rule 91 (7) of Conference Regulations, Part II, 1932-33 edition.

(*Fundamental Rule 3*).

- (xciv) **Resolution No. 9.*—We recommend insertion of the words "Second class" between the words "on" and "Privilege" in line 4 of rule 91 (7) of Conference Regulations, Part II, 1932-33 edition, and no additional privilege.

Passengers found travelling in mail trains or in higher classes on tickets issued in exchange of privilege ticket orders.

(*Fundamental Rule 3*).

- (xcv) *Resolution No. 10.*—(i) We disagree with the opinion expressed by the Director, Railway Clearing Accounts Office, and agree with that of the Railway in question that the man should be called upon to pay a further full third class mail fare with penalty.

(ii) It is necessary, in our opinion, to discriminate between the case of one who shows intention, before entraining, to pay excess fare due and one who does not.

Period of availability of free passes—Rule 90 (13) of Conference Regulations, Part II, 1932-33 edition.

(*Fundamental Rule 3*).

- (xcvi) **Resolution No. 12.*—After the words "date of issue" in line 1 add "for the completion of the journey" in rule 90 (13)—amended by Corrigendum Slip No. 2, dated the 14th May 1932—of Conference Regulations, Part II, 1932-33 edition.

Issue of school passes to children of Railway employees under rule 92 (16) of Conference Regulations, Part II, 1933-34 edition.

(*Fundamental Rule 3*).

Reference.—Conference letter No. C. 58/33, dated 2nd September 1933.

- (xcvii) **Resolution S. 24/33.*—The Standing Committee approve of the following addition being made to Rule 92 (16) of Conference Regulations, Part II, 1933-34 edition :—

When appearing for admission and, if rejected, returning back to their parents, school passes under these rules may be issued provided the maximum of 2 sets a year allowed under this rule is not exceeded. A certificate from the Head Master or Principal of the school or college where the boy or girl appeared for admission must be produced within 15 days from the date of issue of passes by the employee for the information of the issuing officer.

The cleansing and re-use of wash-out water in Engine sheds (Report of Advisory Committee No. 20).

(*Fundamental Rule 1*).

Reference.—Conference letter No. C. 61/33, dated 9th September 1933.

- (xcviii) *Resolution S. 25/33.*—That the report of Advisory Committee No. 20 on "The cleansing and re-use of wash-out water in Engine Sheds," reproduced below, be recorded :—

The Advisory Committee do not consider that any useful purpose would be served by going further with this enquiry. Boiler wash-out waste water generally contains very high free alkali and the re-use of this water for boiler feed water without the removal of the alkali would cause serious pitting and corrosion in the boiler. The expense of treating this water is only justifiable in places where an acute shortage of water exists and no development of the existing supply is possible. Each case must be considered on its merits, and conditions vary so much in India that no general lines for useful recommendations can be laid down. The question is one for each individual administration to decide for itself after examination of its own special circumstances.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—*contd.*

To consider the Report of the Track Standards Sub-Committee.

(Fundamental Rule 2).

Reference.—Conference letter No. C. 62/33, dated 18th September 1933.

Resolution S. 26/33.—That Resolution N/101 of the Engineering Section, reproduced below, be accepted and that the General Secretary be directed to forward a copy thereof to the Railway Board:—

(xxix)

Resolution No. N/101 (i) DESIGN OF SWITCHES.—It is recommended that, before a final decision on the new standards is arrived at, further trials should be made particularly with a 15'—6" over-riding switch with the normal type of heel block.

(ii) NECESSITY FOR A SWITCH SHORTER THAN 15'—6" FOR BROAD GAUGE LINES.—It is recommended that a shorter switch should not be standardised but 1 in 6 and 1 in 4½ crossings should be standardised.

(iii) DOG SPIKES.—It is recommended that the lengths of dog spikes shown on Central Standards Office drawings Nos. T. 062 to T. 064 should be standardized.

(iv) BEARING PLATES.—It is recommended that, for the present, mild steel bearing plates as shown in Central Standards Office drawings Nos. T. 065 to T. 069 and T. 070 to T. 072 should be standardised for use on Indian State Railways. There is however still scope for improvement in the design of bearing plates and further experiment should be encouraged and designs submitted to the Track Standards Committee for consideration. Cast iron bearing plates are also strongly recommended for trial by Railways with a view to their future standardisation.

(v) STEEL CROSSING SLEEPERS.—It is recommended that trials of the various types of steel crossing sleepers and fastenings should be continued to prove the superiority of any particular type.

(vi) WEAR OF POINTS AND CROSSINGS.—It is recommended that further trials embodying the above proposals should be made before a final definite standard is accepted.

(vii) METHOD FOR SETTING OUT TURNOUTS.—It is generally agreed that the method adopted in the seventh report of the Track Standards Committee should be used in practice. The correct mathematical analysis will be found in the Quarterly Technical Bulletin for April 1932.

(viii) SLIDE CHAIRS.—It is recommended that mild steel slide chairs should be standardised.

(ix) SWITCHES WITH CHECK RAILS.—Experience on certain Railways shows that the use of check rails has definitely reduced wear on switches but the general adoption of check rails as a standard for all turnouts is not justified.

(x) STEEL SLEEPERS.—It is recommended that the use of steel sleepers should be continued with a view to ascertaining the best type or types for adoption as a standard.

(xi) FISH-PLATES.—It is recommended that trials should be made of various improved types of fish-plates and in this connection attention is invited to the Head Free fish-plate which has apparently proved satisfactory in many countries, in reducing hogging and battering of rail ends.

Joint station agreements—Provision for relieving allowances, Provident Fund Bonus and Gratuity.

(Fundamental Rule 1).

Reference.—Conference letter No. C. 53/33, dated 18th September 1933.

Resolution S. 27/33.—That rule 157 of Miscellaneous Resolutions, Chapter XIII, Conference Regulations, Part I, 1931 edition, be deleted and rules 158 and 159 be renumbered as 157 and 158, in view of the fact that item 4 of rule 10 of the general rules governing joint station agreements, approved by the 1932 Conference, *vide* Resolution 36, provides for a percentage of pay being debited to the joint station expenses account on account of relieving allowances, provident fund bonus and gratuity payable to joint staff.

(c)

ANNEXURE TO RESOLUTION No 3—concl'd.

RESOLUTIONS OF THE STANDING COMMITTEE—concl'd.

Retirement of Mr. C. V. Bliss and appointment of General Secretary.

(Fundamental Rule 1).

Reference :—Conference letter No. C. 64/33, dated 21st September 1933.

(ci) Resolution S. 28/33.—(i) That the services of Mr. C. V. Bliss be retained until the 31st of March 1934 and that thereafter he be granted the leave at his credit preparatory to retirement.

(ii) That Mr. B. Lawrence, Deputy General Secretary, Indian Railway Conference Association, shall officiate for Mr. C. V. Bliss during his absence on leave and that on the expiry thereof, he shall be confirmed in the appointment of General Secretary.

Appointment of a temporary peon in the office of the General Secretary, I. R. C. A., in connection with the Broad Gauge Wagon Census of 1932.

(Fundamental Rule 1).

Reference.—General Secretary's letter No. ICE. 160/19, dated 26th June 1933, to Agents of Broad Gauge Railways.

(-ii) Resolution S. 29/33.—The Standing Committee approve of the appointment of a temporary peon on Rs. 13/- per mensem in the office of the General Secretary, Indian Railway Conference Association, in connection with the Broad Gauge Wagon Census of 1932, for the period from 7th November 1932 to 31st January 1933.

APPENDIX B.

ANNEXURE TO RESOLUTION No. 8 (i).

NOMINATION OF OFFICERS TO SERVE ON THE SECTIONS.

The following officers have been nominated by Railways to serve on the Electrical, Engineering, Mechanical, Medical and Personnel Sections for the year 1934-35 :—

Railways.	Electrical Section.	Engineering Section.	Mechanical Section.	Medical Section.	Personnel Section.
A. B. ..	E. E. ..	C. E. ..	L. & C. S. ..	C. M. O. ..	Dy. Agent.
B. L. ..	Agent ..	Agent ..	Agent ..	Agent ..	Agent.
B. & N. W. and R. & K. ..	E. E. ..	C. E. ..	L. S. ..	P. M. O. ..	*
B. D. ..	M. & E.-in-C. ..	M. & E.-in-C. ..	M. & E.-in-C. ..	M. & E.-in-C. ..	M. & E.-in-C.
B. N. ..	Supdt. Elec. Br. ..	C. E. ..	C. M. E. ..	M. O. (Khargpur) ..	Dy. M. (Staff).
B. P. ..	C. E. E. (E. I.) ..	C. E. (E. I.) ..	C. M. E. (E. I.) ..	C. M. O. (E. I.) ..	Dy. Agent (E. I.).
B. S. ..	L. & C. S. ..	Dy. M. & Ex. E. ..	L. & C. S. ..	C. M. O. ..	T. S.
Bk. S. ..	L. & C. S. ..	C. E. ..	L. & C. S. ..	*	M.
B. B. & C. I. ..	C. E. E. ..	C. E. ..	L. & C. S. ..	C. M. O. ..	Staff Officer.
B. P. T. ..	M. ..	M. ..	M. ..	M. ..	M.
Burma ..	*	*	*	*	*
C. P. O. ..	C. M. E. ..	C. M. E. ..	C. M. E. ..	*	*
D. H. ..	*	*	*	*	*
D. S. ..	L. C. & W. S. ..	Supdt. W. & W. ..	L. C. & W. S. ..	P. M. O. ..	*
Dh. S. ..	Asst. M. ..	M. ..	Asst. M. ..	*	Asst. M.
E. B. ..	Dy. C.M.E. (Elec.) ..	C. E. ..	C. M. E. ..	C. M. O. ..	Dy. Agent (Personnel).
E. I. ..	C. E. E. ..	C. E. ..	C. M. E. ..	C. M. O. ..	Dy. Agent.
G. B. S. ..	*	M. & E.-in-C. ..	M. & E.-in-C. ..	C. M. O. ..	P. A. to M. & E.-in-C.
Gondal ..	*	*	*	*	*
G. I. P. ..	C. E. E. ..	C. E. ..	C. M. E. ..	P. M. & H. O. ..	Dy. Agent (Staff).
G. L. ..	Tech. Adviser ..	Tech. Adviser ..	Tech. Adviser ..	Tech. Adviser ..	Tech. Adviser.
J. & D. ..	M. & E.-in-C. ..	Ex. E. ..	M. & E.-in-C. ..	*	*
Jodhpur ..	L. & C. S. ..	C. E. ..	L. & C. S. ..	P. M. O. ..	Dy. T. M.
J. S. ..	C. E. E. (B. B. & C. I.) ..	M. & E.-in-C. ..	M. & E.-in-C. ..	C. M. O. (B. B. & C. I.) ..	Staff Officer (B. B. & C. I.).
M. S. M. ..	C. E. E. ..	C. E. ..	C. M. E. ..	C. M. O. ..	Personnel Officer.
M. P. T. ..	*	*	*	*	*
Macneill & Co. ..	*	*	*	*	*
McLeod & Co. ..	*	*	G. M. & C. E. ..	*	*
Martin & Co. ..	*	*	*	*	*
Octavius Steel & Co. ..	*	*	*	*	*
Morvi ..	E. E. ..	C. E. ..	L. & C. S. ..	C. M. O. ..	Chief Engineer.
Mysoore ..	*	Supdt. W. & W. ..	L. & C. S. ..	*	T. M.
N. S. ..	*	C. E. ..	L. & C. S. ..	C. M. O. ..	Dy. Agent (Personnel).
N. W. ..	C. E. E. ..	C. E. ..	C. M. E. ..	C. M. & H. O. ..	Dy. Agent (Personnel).
P. S. ..	L. & C. S. ..	M. & E.-in-C. ..	L. & C. S. ..	C. M. O. ..	M. & E.-in-C.
S. I. ..	E. E. ..	C. E. ..	C. M. E. ..	C. M. O. ..	General Staff Officer.
U. C. ..	L. & C. S. ..	M. ..	L. & C. S. ..	*	M.

*Will not be represented.

APPENDIX C.

ANNEXURE TO RESOLUTION No. 15.

Rules for safe working on electrical equipment drawn up by the Sub-Committee of the Electrical Section.

SECTION I—DEFINITIONS.

DEFINITIONS USED IN THE RULES.

For the purpose of these rules, unless there is something repugnant in the subject or context, the following terms will have the meaning herein assigned to them :—

1. *Electrical Equipment*.—Any apparatus which is used for generation transmission or utilization of electrical energy.

2. *Conductor*.—A body or substance which offers a low resistance to the passage of an electric current.

3. *Insulator or Insulating Material*.—Material which offers relatively high resistance to the passage of an electric current.

4. *Live Equipment*.—Electrical equipment which is electrically alive.

Electrical equipment is alive when a potential difference exists between it and earth or when it is connected to another conductor or circuit in which such a potential difference exists.

5. *Dead Equipment*.—Electrical equipment which is not electrically alive.

6. *High Voltage*.—A voltage which under ordinary working conditions may exceed 650 volts.

7. *Earth*.—The conducting mass of the earth or of any conductor in direct electrical connection therewith.

8. *Earthing Connection*.—A metallic conductor for connecting electrical equipment to earth.

9. *Danger Notice*.—A notice attached to dead equipment to convey a warning against such equipment being made alive.

10. *Caution Notice*.—A notice attached to live equipment calling attention to the danger of touching or interfering with such equipment.

11. *Permit-to-work*.—A form of declaration signed and given by an authorized person to a person in charge of work to be carried out on or adjacent to any electrical equipment for the purpose of making known to such person exactly what equipment is dead and earthed and safe to be worked on or adjacent to.

12. *Distribution System*.—A system of electrical equipment by means of which electrical energy in the form of alternating or direct current is distributed over a given area.

13. *Power (or Generating) Station*.—A building complete with equipment installed for the generation and supply of electrical energy.

14. *Sub-station*.—An assemblage of equipment installed for the supply of electrical energy and comprising converting or transforming machinery batteries or controlling apparatus but no prime movers.

15. *Track Sectioning Equipment*.—An assemblage of circuit breakers for electrically connecting a number of sections of overhead equipment.

16. *Transmission Line*.—Cables or bare overhead conductors by means of which electrical energy is transmitted between various points of a distribution system.

17. *Cable*.—A length of single insulated conductor (usually stranded) or of two or more conductors (whether stranded or solid) each provided with its own insulation and laid up together.

18. *Feeder*.—A conductor connecting (a) a generating station with a sub-station or feeding point or (b) a sub-station with a feeding point.

19. *Track Return*.—The track rails when used as the negative or return conductor to the sub-station.

ANNEXURE TO RESOLUTION No. 15—*contd.*

20. *Rail Bond*.—An electrical connection across a joint in or between adjacent lengths of rail.
21. *Switch (Electrical)*.—A device for opening or closing an electrical circuit.
22. *Section Switch*.—A switch used for connecting or disconnecting adjacent sections of overhead equipment and/or transmission lines.
23. *Siding Switch*.—A switch used for connecting or disconnecting the overhead equipment of sidings to or from the general overhead equipment system.
24. *Alternative Feed Switch*.—A switch used for connecting the overhead equipment of a loop or siding to alternative sections of the general overhead equipment system.
25. *Circuit Breaker*.—A switch for opening automatically unless otherwise specified a circuit under abnormal conditions such as those of overload or fault.
26. *Isolator*.—A switch suitable for disconnecting a circuit under no load conditions only.
27. *Circuit*.—A number of conductors connected together for the purpose of carrying a current. When they form a closed path through which a current can circulate, the circuit is referred to as "closed". When the path is not closed the circuit is referred to as "open."
28. *Overhead Equipment*.—Electrical conductors over the tracks together with their associated fittings insulators and other attachments by means of which they are suspended and registered in position.
29. *Pantograph*.—A collapsible device mounted on and insulated from the roof of an electric engine or motor coach and provided with a means for collecting current from the overhead equipment.
30. *Authorised Person*.—A person who is duly authorised to perform the duties appertaining to his employment the authorization being by an officer of the railway administration empowered for that purpose.
31. *Linesman*.—A person authorised to inspect and work on overhead lines and switches in relation therewith.
32. *Operator*.—A person in charge of a sub-station.
33. *Traffic Controller*.—A person appointed to co-ordinate the movement of trains.
34. *Power Controller*.—The person who is responsible for the operation of the power supply on the distribution system. He co-ordinates the requirements of traffic and electric power supply and arranges for the issue of permits-to-work on or near electrical equipment.

SECTION II.

GENERAL.

50. *Electrical way and works*.—Railway servants employed on electrical way and works shall observe all general rules 197 to 216 inclusive where applicable to electrical way and works except as otherwise provided in these rules and the railway administration shall prescribe on whom the duties of inspector of way and works and the duties of ganger devolve in each case together with any additional requirements thereto.

51. *Warning to staff*.—(a) All electrical equipment shall be regarded as being alive at all times and consequently dangerous to human life save and except in cases where the electrical equipment has been specially made dead in accordance with the provisions of these rules.

(b) All railway servants other than those deputed to work on or near electrical equipment shall be warned to keep away therefrom.

52. *Work on electrical equipment*.—(a) Before commencing and for the whole time that work is being performed on any part of the electrical equipment or adjacent thereto that part of the electrical equipment shall be made dead and earthed save and except as in clauses (b) and (c) hereunder. Every working party shall be protected by independent earths. When it is necessary to earth the overhead equipment or transmission lines a minimum of two earths shall be employed one on each side of the working party.

(b) Except in the case of indoor high voltage electrical equipment authorised staff may work on electrical equipment which is alive or which is dead and not earthed subject to adequate precautions for the safety of such staff, the authorisation and precautions shall be prescribed by the railway administration.

APPENDIX C.]

ANNEXURE TO RESOLUTION No. 15—*contd.*52.—*concl.*

(c) Work may be performed by authorised staff on indoor high voltage electrical equipment which is not earthed but which is isolated from the main supply of electrical energy in such a manner that it is definitely safe to work on. The railway administration shall prescribe adequate precautions to cover these conditions.

53. *Permits-to-work on or near electrical equipment.*—(a) If work is to be carried out adjacent to the electrical equipment or on any part thereof by other than authorised persons such work shall be done only when and for such time as the person in charge of the work is in possession of a written permit-to-work. Permits-to-work shall be obtainable on application in accordance with special instructions.

(b) Permits-to-work shall only be issued by such authorised persons as are specially empowered for this purpose by the railway administration and shall only be in the form prescribed by the railway administration. Permits-to-work shall only be issued with the knowledge of the person who is responsible for the operation of the power supply on the distribution system.

(c) A duplicate of every permit-to-work issued shall be retained in the personal possession of the authorised person issuing it for the period prescribed by the railway administration.

54. *Access to electrical equipment.*—(a) Adequate precautions shall be taken to prevent unauthorised person gaining access to electrical equipment, such precautions shall be prescribed by the railway administration.

(b) No unauthorised person shall be permitted to have access to or to operate any switch or other apparatus which forms part of the electrical equipment or is used in connection therewith.

55. *Work on roofs of rolling stock.*—No person shall climb on to the tops of engines or tenders or on to the roofs of carriages or wagons under any pretext whatsoever when these vehicles are located beneath the overhead equipment except when the overhead equipment is dead and earthed.

56. *Responsibility for staff and equipment.*—Staff when at work shall always be under the charge of the senior member who shall be responsible for all work being carried out correctly and in accordance with the rules prescribed by the railway administration and in accordance with any special instructions specifically issued. In the case of illiterate staff working on or near electrical equipment the circumstances of the work as affecting their safety and the safety of the electrical equipment shall be explained to them.

57. *Accidents to the Person.*—(a) All accidents to persons shall be reported without delay however slight the injury may be and even though the injured man is capable of performing his duties. First aid shall be rendered if necessary. The injured person shall be sent to a doctor for medical inspection.

(b) A box containing first aid equipment shall be kept in each sub-station and other electrical work depot as directed by the railway administration for use when required. A periodical check shall be made on the contents and recorded and any deficiencies shall be reported by the person using the box to the foreman who will arrange for immediate replacement with the district medical officer concerned.

(c) In the case of accidents an all concerned telegram shall be issued when necessary as directed in the rules for reporting accidents. The treatment laid down for resuscitation after electric shock shall be carried out immediately if applicable.

58. *Electric shock.*—Instructions regarding the treatment of persons suffering from electric shock shall be exhibited as prescribed by the railway administration.

59. *Rubber gloves.*—Rubber gloves shall not be used for working on live electrical equipment.

60. *Register of messages.*—All messages relating to operation of switches, issue of permits-to-work and other important communications shall be recorded in a register by both the sender and the receiver together with the time when sent and the time when received.

61. *Inspection of electrical equipment.*—All electrical equipment shall be inspected regularly as prescribed by the railway administration.

62. *Modifications to rules and orders.*—Modifications to these rules and subsequent rules or orders shall be posted conspicuously on notice boards or forwarded to the staff concerned immediately after receipt. Additional rules shall take the form of printed slips to be inserted in rule books provided by the railway administration.

ANNEXURE TO RESOLUTION No. 15—*cont'd.*

63. *Inability to obey orders.*—If for any reason an order cannot be carried out the person from whom it was issued shall be notified as soon as possible.

64. *Ignorance of rules or orders not an excuse.*—Ignorance of rules or orders shall not be accepted as an excuse for mistakes. It shall be the duty of all members of the staff to make themselves acquainted with orders.

65. *Fire.*—In the event of fire on any electrical equipment the affected part shall immediately be completely isolated from its source of supply of electrical energy. To extinguish the fire the extinguishing arrangements made by the railway administration for this purpose shall be used. Adequate extinguishing arrangements shall be made by the railway administration.

In the event of fire on electrical equipment being discovered by a railway servant who is not an authorised person he shall take action in accordance with general rule 171 or 207 as the case may be.

66. *Work involving traffic block's.*—(a) When work on electrical equipment makes it necessary to block traffic the officer requiring the block shall communicate with the divisional or district traffic officer who will arrange for the block in consultation with the electric traction officer. This procedure may be delegated to others subordinate to the officers designated as approved by the railway administration.

(b) When the block has been sanctioned the power controller shall issue to the traffic controller a traffic block message, arranged to isolate the electrical equipment required and when he is satisfied that this has been done he shall advise the person in charge of the working party that the electrical equipment is isolated and that it may be earthed for the work to proceed.

(c) On completion of the work the person in charge of the working party shall remove the earths and advise the power controller.

(d) The power controller after ensuring that the electrical equipment is cleared shall make such electrical equipment alive and cancel the traffic block message.

67. *Working near cables.*—When excavations are being made adjacent to tracks and cable routes in an electrified area adequate precautions shall be taken for the safety of staff and to avoid damage to underground cables and to rail bonds.

SECTION III.

SUB-STATIONS AND TRACK SECTIONING EQUIPMENT.

76. *Security of power supply.*—(a) The sub-station staff shall constantly bear in mind that their first care is to maintain an uninterrupted supply of power from the sub-stations consistent with safe working of plant and safety of staff. All operation is to be directed accordingly and in compliance with these rules.

(b) All breakdowns on equipment and interruptions to power supply shall be reported immediately to the power controller. Any information received relating to breakdowns on electrical equipment and interruptions to the power supply outside the sub-stations shall also be reported. Reports shall be accurate as to detail and concise. Time wasted on unnecessary preamble delays the inauguration of remedial action when such is required.

77. *Method of earthing electrical equipment.*—The electrical equipment shall be earthed with the earthing connections provided by the railway administration by making good contact with the equipment after the other end has been connected solidly to the sub-station earth bar. When earthing polyphase equipment all phases shall be earthed. Both ends of the earthing connections shall be securely fixed.

78. *Live equipment to be locked.*—(a) All structures containing live equipment shall be kept closed and locked. The keys shall be kept in a box accessible only to authorised person such boxes to be fitted with glass covers which may be broken in case of emergency.

(b) Any person while working in a structure which under normal conditions contains live equipment shall retain the keys of the structure. The keys shall be returned to the box immediately after the structure has been locked.

(c) Only authorised persons shall be allowed to enter an unattended sub-station or track sectioning cabin alone.

(d) When permits-to-work are issued in respect of the electrical equipment covered by this rule they shall not be cancelled until the keys have been returned to the key box.

APPENDIX C.]

ANNEXURE TO RESOLUTION No. 15—*contd.*

79. *Precautions for working in unattended sub-stations and track sectioning cabins.*—Before commencing and for such time as work is in progress at an unattended sub-station or track sectioning cabin all staff shall make ineffective by the means provided such distant control apparatus as to ensure that the equipment to be worked on cannot be made alive except with the acquiescence of the person performing the work.

80. *Inspection and testing of electrical equipment.*—In the event of work on any electrical equipment including cleaning and repairs the person in charge shall satisfy himself that it is in correct working order before it is put into service. All protective circuits and relays shall be tested to a definite date schedule as prescribed by the railway administration.

81. *Cleaning of electrical equipment when alone.*—Members of the staff when alone in the vicinity of live electrical equipment shall not clean or work on electrical equipment; they shall always be accompanied by a person who can use the telephone intelligently. The operation of closing and opening of switches is excepted.

82. *Unattended equipment to be left ready for running.*—Persons working at unattended sub-stations or on other unattended electrical equipment shall ensure before leaving their work that it is capable of being put into service and afterwards report to the person in charge at the remote control point that all is correct.

83. *Emergency switching.*—(a) Any feeder or section of overhead equipment shall be opened and made dead at any time in an emergency and for an adequate reason to the order of any railway servant provided the said railway servant gives his name and his grade.

(b) When a feeder has been opened by special order it shall only be closed again on instructions from the individual who ordered it to be opened or by some one whom the operator knows to have received authority from that individual to order it to be closed provided the power controller is satisfied that the reason for such special order has been annulled.

(c) In the case of traction feeders the operator before closing again shall communicate with the power controller and receive his confirmation that all is clear.

84. *Operation of isolating and selector switches.*—(a) Where isolators are in series with circuit breakers the circuit breakers shall always be opened before opening the isolator and conversely, when the circuit is being closed the circuit breaker shall always be closed last.

Interlocks may be provided to ensure this but the existence of interlocks shall not be taken as an excuse for incorrect operation causing trouble.

(b) When isolating or interconnecting switches are operated with hook sticks care shall be taken to ensure that the insulation of the hook stick is in correct condition. Persons while operating switches by means of hook sticks shall use insulated stands provided by the railway administration and shall not allow any part of their bodies to come into contact with other persons, parts of the switchgear or the building or structure supporting or containing such switchgear.

85. *Operator's responsibility.*—Each attended sub-station shall be in sole charge of the operator on duty. Where other sub-stations and/or track sectioning cabins are controlled from his sub-station by means of distinct control equipment he shall be responsible also for the operation of these. He shall have a thorough knowledge of the connections and the working of all equipment in his charge.

86. *Hours of duty.*—Operators shall work in 3 shifts of 8 hours each. Operators on shift are forbidden to leave the sub-station unless properly relieved. No interchange of duties or variation of hours shall be permitted without permission from the foreman.

Operators who are unable from any cause to take their shift shall at once notify the foreman.

87. *Operators sick on duty.*—If there is no person available who can take charge, an operator who feels unfit for duty shall immediately telephone for relief. Unless such a step is taken illness as an excuse for neglect of duty shall not be recognised. Any alterations in the duties of the staff on shift shall be recorded in the sub-station log sheet.

88. *Emergencies.*—The sub-station plant generally shall be operated as laid down in these rules and in accordance with the instructions for maintenance but operators will be expected to use their own intelligence in case of emergency since it is impossible to provide rules to meet all contingencies.

ANNEXURE TO RESOLUTION No. 15—*contd.*

88—(*concl'd.*).

In no case, should any operating rules or orders be departed from without grave reasons as by so doing the operator takes full responsibility for the consequence of his action.

SECTION IV.

OVERHEAD EQUIPMENT AND TRANSMISSION LINES.

100. *Precautions to be taken by staff.*—(a) Measuring tapes of all kinds, tools and metal articles (such as paint-pots, oil cans, metal bars) shall not be used where they can be lifted or be dropped or be carried by the wind on to overhead equipment when such overhead equipment is alive.

(b) Where overhead equipment for two or more tracks is supported on one structure and work has to be done on the overhead equipment of one track while the overhead equipments of adjacent tracks are alive, access to the overhead equipment to be worked on shall be direct by ladders, trestles or similar means but not by the supporting structures. Staff shall not in any circumstances walk or clamber across live overhead equipment by means of the supporting bridge to gain access to the overhead equipment to be worked on.

101. *Climbing and working on structures.*—(a) No person other than authorised staff shall climb or work on any structure which supports the overhead equipment without having received a permit-to-work. Work shall not be carried out on nor shall anything be affixed to, any structure without the written permission of the electric traction officer, in charge of the area in which the structure is located.

102. *Work at overlap spans.*—(a) No work shall be attempted on overlap spans under live conditions unless it is definitely known that the adjoining sections of overhead equipment are solidly connected by means of robust metallic jumpers. In the case of a sectioning point the section switch shall be closed.

(b) The overhead equipment shall not be earthed at an overlap span when one section at the overlap span is alive.

103. *Ladders and trestles to be kept dry.*—During the wet season all ladders and trestles shall be kept in a dry condition.

104. *Method of making earths.*—(a) Before attempting to touch or earth any part of the electrical equipment it shall be tested to ensure that it is dead. The tests shall be made on the overhead equipment with the apparatus provided by the railway administration and the procedure shall be first to connect one end of the testing apparatus circuit to the rail. The other end of the testing apparatus circuit may then be brought into contact with the overhead equipment conductors by means of insulated rods care being taken to keep the testing circuit well clear of the body. Where the circumstances permit a check test shall be made on adjacent live sections of overhead equipment to ensure that the testing circuit is in correct working order.

(b) Before attempting to handle the overhead equipment or any other electrical equipment in order to fix proper earths, a temporary earthing connection shall be fixed to the rail or earth and the other end shall be hooked over the electrical equipment by means of an insulated rod and kept there until such time as a permanent earth has been fixed.

(c) A permanent earthing connection shall be fixed first to the rail or earth and afterwards to the electrical equipment. The clamps of the earthing connection shall be securely tightened at both ends.

(d) If the overhead equipment structures are used for making a connection to the rail or earth it shall be ensured that the earthing connection between structure and rail is in good condition. If spark gaps are present they shall be short circuited.

Note.—Particular care shall be exercised in ensuring that both ends of the earth are always securely fixed.

(e) In the event of a working party being spread so as to cover the sections of overhead equipment fed by more than one sub-station or track sectioning cabin, earths shall be fixed on either side of the intermediate sub-stations or track sectioning cabins and the intermediate section switches shall be kept closed.

105. *Earthing of 3 phase overhead lines.*—The earthing of 3 phase transmission lines shall be carried out generally in the same manner as that prescribed in rule 104 (b), (c) and (d). In the case of 3 phase lines, all 3 phases shall be connected to each other and to earth.

APPENDIX C.]

ANNEXURE TO RESOLUTION No. 15—*contd.*

106. *Sanded catch sidings.*—If an electric engine or motor coach runs into the sanded length of a catch siding the overhead equipment of the siding shall not be made alive when the engine or motor coach or any vehicles coupled thereto are standing on the sanded track until all persons have been moved away from positions where they could make contact between the permanent way formation and any part of the engine or motor coach or coupled vehicles.

107. *Height gauges.*—(a) There shall always be a height gauge on each side of the overhead equipment or equipments at every level crossing so placed as to ensure that all vehicles and moving structures passing under the height gauge without touching it will in the same condition pass under all the overhead equipment with adequate clearance. The adequate clearance shall be subject to the sanction of the government inspector. The placing of the height gauge shall be settled according to site.

(b) Vehicles and moving structures which will not pass under the height gauge without striking or touching it may only be permitted to pass under the corresponding overhead equipment under special instructions.

108. *Section and siding switches.*—Section and siding switches installed in the overhead equipment shall be operated only by authorised persons.

109. *Defects on overhead equipment.*—(a) All defects and breakdowns on the overhead equipment reported by drivers or by permanent way staff or noted by the overhead line staff shall be attended to without delay. The power controller shall be advised immediately and the report shall be accurate as to detail and concise. If circumstances permit work shall be taken in hand at once under live line conditions and without detentions to traffic.

(b) Drivers of electric engines and single or multiple unit trains should as far as possible and without interfering with their proper duties, watch the overhead equipment and report any defects observed to the station master at the next station.

(c) Lines man when on petrol shall watch the pantographs of passing trains and if any defects are noted on the pantographs they shall report them to the power controller as early as possible giving full particulars of the number of the engine or the train, the place and the time noted.

(d) The power controller shall communicate such reports to the traffic controller who will arrange to have the train stopped and the spare pantograph put in to service.

110. *Movements of overhead line staff.*—Overhead line staff when away from their depots shall keep the power controller continually advised of their movements. The power controller shall keep a record of such movements.

111. *Equipment of wiring train for breakdowns.*—The foreman shall be held responsible for the breakdown equipment of wiring trains and tower wagons, etc., being always efficiently maintained in accordance with the established inventory of gear. He shall give particular care to all straining screws and clamps and see that all rope tackle is in good condition and capable of running freely through the blocks.

112. *Alterations to tracks.*—Before any alteration to alignment or level of electrified tracks is commenced due notice shall be given to those responsible for the overhead equipment so that the overhead equipment may be adjusted to conform to the new conditions.

113. *Authorised person to advise station master when caution is required.*—(a) Before commencing work on the overhead equipment which would make it necessary for a train to proceed cautiously, the station masters at the last stopping station on either side of the affected location shall be advised in writing by the authorised person in charge of the work to enable the station master to warn drivers by caution orders to look out for caution signals.

On completion of the work the authorised person in charge of the work shall advise the station master in writing that caution is no longer required.

(b) When defects are noticed on the overhead equipment which are likely to cause damage to pantographs or when in cases of emergency repairs are being effected to the overhead equipment and it is not possible to convey information to station masters to enable them to issue caution orders as prescribed in (a) the danger signals prescribed by the railway administration for obstructions to the line shall be shown at an adequate distance from the point where caution is required to allow a train to be brought to a stop from the maximum speed.

ANNEXURE TO RESOLUTION No. 15.—(concl'd.)

114. *Minor repairs on transmission lines.*—Transmission lines and feeders shall not be taken out of service unnecessarily for minor repairs. When a transmission line is out of service repairs shall be effected at as many points as possible. The electric traction officer shall satisfy himself that any minor repairs postponed shall not endanger the security of the power supply.

115. *Rail bonds.*—Any deficiency or defect noticed in rail bonds including cross bonds connections to impedance bonds, structure bonds and traction sub-station negative feeders shall be reported immediately to a competent railway servant appointed by the electric traction officer.

116. *Working cranes.*—(a) Steam or hand cranes shall not be worked adjacent to overhead lines unless such overhead lines are dead. All movements of the crane jib shall be exercised with care so as not to foul the overhead lines. Wherever possible the direct blast from the crane funnel to the overhead lines or insulators shall be avoided.

(b) When cranes are being worked adjacent to overhead lines the power controller shall be advised and if necessary he will make arrangements for overhead line staff to stand by.

APPENDIX D.

ANNEXURE TO RESOLUTION No. 21.

Report of Sub-Committee No. 4 appointed under Resolution No. 2 of October 1933.

MEMBERS :

Mr. A. W. PARSONS	Madras & Southern Mahratta Railway (<i>Chairman</i>).
Mr. J. C. ROSE	East Indian Railway.
Mr. J. H. F. RAPER	Great Indian Peninsula Railway.
Mr. W. G. L. GILBERT	Shahdara Saharanpur Railway.
Mr. F. R. HAWKES	North Western Railway.
Mr. G. D. MOORE	Bombay, Baroda & Central India Railway.

Mr. W. G. L. Gilbert did not attend.

SUBJECT No. 26.

Rail-road competition—the best methods to be adopted by railways to safeguard their interests.

The Sub-Committee draw attention to the speech of the Chief Commissioner of Railways on resolution No. 2 at the Road-Rail Conference held in Simla on 24th, 25th and 26th April 1933 as printed at pages 38 and 39 of the Proceedings of that Conference in which are enumerated the directions in which control and regulation of road services are deemed to be necessary both in the interests of the public and of the railways. These are as follows :—

- (i) the range of public motor transport service should not be more than is economic and in the public interests ;
- (ii) licensing authorities should limit the number of such services to comply with the above principle ;
- (iii) proper maintenance of vehicles, especially as to safety ;
- (iv) restriction of loading, whether of passengers or goods, to the certified number and weight ;
- (v) control over fares and freight rates. The fares and rates chargeable to be available for inspection ;
- (vi) observance of time-tables by regular services and adherence to specific routes and limits ;
- (vii) licensing of drivers after test with regard to driving ability and physical fitness including eye-sight ;
- (viii) reasonable hours of work ;
- (ix) compulsory insurance against third party and passenger risks ;
- (x) when a terminal or pilgrim tax is imposed on railway traffic a similar tax should be imposed on motor transport.

2. The Sub-Committee are of opinion that attention should be focussed on these ten essential principles and any attempt to apply them in the manner suggested by the Bengal Provincial Railway is to be deprecated.

3. The Sub-Committee further draw attention to the concluding resolution (No. 8) as accepted at the Road-Rail Conference and as printed as an Appendix to the Proceedings. This resolution reads as follows :—

8. This Conference considers that suitable machinery should be established at the centre and in the Provinces to ensure adequate co-ordination of all forms of transport and their future development.

ANNEXURE TO RESOLUTION No. 21.—(*concl'd*).

4. In dealing with the question of co-ordination of all forms of transport the Road-Rail Conference as recorded in their resolution No. 2 considered that the following measures were justifiable to ensure increased co-operation and more intelligent co-ordination of effort, namely :—

1. The control of public service and goods motor transport should be regulated in the interests of public safety and convenience.
2. The number of vehicles licensed to ply for hire should be restricted so as to prevent such competition between all forms of transport as may be contrary to the public interest.

From this the Sub-Committee assumes that when suitable machinery is established to ensure adequate co-ordination of all forms of transport substantial progress towards control over road transport comparable with that obtaining on Railways will have been secured. The Sub-Committee, therefore, consider that the I. R. C. A. should request the Railway Board to take steps to expedite the establishment of the requisite machinery ; and that in the meantime the I. R. C. A. should request all Railways to obtain and tabulate information with which it may be desirable to provide the Railway representatives in the several Provinces.

5. The Sub-Committee consider in conclusion that until such time as suitable machinery is set up to establish control at the centre and in the Provinces individual Railways should endeavour not only to secure the strictest application of existing road transport regulations on competitive road motor services but also to press Local Governments as opportunity offers for the extension of those regulations on the lines indicated in the Chief Commissioner's ten principles and consider the possibility of strengthening their representation by combined action where possible. The methods adopted and results obtained should be reported to the Indian Railway Conference Association for circulation to all Railways parties to the Indian Railway Conference Association.

(Signed) A. W. PARSONS (*Chairman*).

„ J. C. ROSE.

„ J. H. F. RAPER.

„ F. R. HAWKES.

„ G. D. MOORE.

APPENDIX E.

ANNEXURE TO RESOLUTION No. 30.

Report of Sub-Committee No. 2 appointed under Resolution No. 2 of October 1933.

MEMBERS :

MR. H. N. COLAM	..	..	..	Madras & Southern Mahratta Railway (<i>Chairman</i>).
MR. A. E. TYLDEN-PATTENSON			..	Great Indian Peninsula Railway.
MR. J. FEARFIELD	..	..	..	Bikaner State Railway.
MR. F. H. BIBRA	..	..	..	Bhavnagar State Railway.
Khan Bahadur A. A. KHAN	..		..	Mysore Railways.
MR. H. F. LOCKWOOD		..	..	North Western Railway.
MR. D. M. S. ROBERTSON		..	..	East Indian Railway.
MR. R. W. F. BUTTERFIELD	..		..	Bombay, Baroda & Central India Railway.

This Sub-Committee was appointed to report upon Subjects Nos. 17 to 25, dealing with certain proposals in respect of passes. Some of these have already been reported upon by an Advisory Committee of Personnel Officers.

2. The following are the unanimous opinions and recommendations of the Sub-Committee :—

(1) It is to be regretted that these subjects, several of which are of great importance, could not be referred to the Personnel Section of the I. R. C. A. on which all Railways could have been represented if they had so wished, as the Personnel Section was in abeyance. The results have been in some ways unfortunate, for example, entailing an additional liability of 100% increase of second class passes to each of about 10,000 employees on one Railway, which is considered by the Administration to be entirely unnecessary and undesirable. The Sub-Committee therefore recommend that these subjects should be referred to the Personnel Section of the Indian Railway Conference Association for more careful consideration, subject to the following remarks.

(2) It is inequitable to withdraw privileges in the matter of passes to which an employee understood he would be entitled at the time of his engagement. It is recommended therefore that no change should be made in the number of passes permissible to employees engaged prior to July 1931, but that for employees engaged after that date the Personnel Section should draw up a new set of pass rules, to be adopted by all Railways if possible.

It is also recommended that the Conference should address the Railway Board and request them to suspend the orders recently issued.

(3) The idea underlying the proposal to achieve uniformity of pass rules on all Railways was to remove the opportunity which at present exists for constant agitation to increase existing concessions, when privileges on other Railways are more liberal. If it be accepted that existing privileges should not be curtailed, on the grounds that it would amount to withdrawing privileges which were virtually promised to employees at the time of their engagement, then these employees must accept the corresponding position that they are not entitled to press for any extension of their privileges; and that if they continue to press for such extensions the result will inevitably be a re-opening of the whole question, in which case it is more than probable that the privileges will be restricted.

(4) The Sub-Committee are aware that where the number of passes admissible is not limited by rule, there may be individuals who abuse the privilege. They do not consider that

it is necessary to legislate for these cases, but would earnestly recommend that such cases should be dealt with by the Administrations as each may think fit, and abuse of the privilege stopped.

(5) The Sub-Committee would also draw attention to Rule 92 (v) of Conference Regulations, Part II, 1933-34 edition, restricting the issue of passes to a reasonably direct route and would recommend that the application of this principle to the issue of Privilege ticket orders and Home Line passes be considered by the Personnel Section.

(Signed) H. N. COLAM (*Chairman*).

„ A. E. TYLDEN-PATTENSON.

„ J. FEARFIELD.

„ F. H. BIBRA.

„ A. A. KHAN.

„ H. F. LOCKWOOD.

„ D. M. S. ROBERTSON.

„ R. W. F. BUTTERFIELD.

APPENDIX F.

ANNEXURE TO RESOLUTION No. 31.

Report of Sub-Committee No. 3 appointed under Resolution No. 2 of October 1933.

MEMBERS :

MR. V. E. D. JARRAD	..	BENGAL NAGPUR RAILWAY (<i>Chairman</i>).
MR. J. C. HIGHTET	..	NORTH WESTERN RAILWAY.
MR. R. L. BLISS	..	ASSAM BENGAL RAILWAY.
MR. J. WILLIAMSON	..	BENGAL & NORTH WESTERN RAILWAY.
RAI BAHADUR B. R. SINGH	..	EASTERN BENGAL RAILWAY.
MR. P. H. MAFLIN	..	H. E. H. THE NIZAM'S STATE RAILWAY.
MR. J. W. GORDON	..	JODHPUR RAILWAY.
MR. C. V. BLISS	..	GENERAL SECRETARY, I. R. C. A.

SUBJECT No. 5.

Proposals for the re-organization of the Indian Railway Conference Association.

At their first meeting the Sub-Committee decided that no practical or useful result could ensure from the proposals they had discussed until the good-will and co-operation of the Railway Board had been secured. Accordingly a deputation consisting of Messrs. Jarrad, Hightet, Williamson and C. V. Bliss waited on the Railway Board with a Memorandum setting out the following provisional conclusions which the Sub-Committee had arrived at.

The basis of Mr. Jarrad's proposals for the development of the functions of the I. R. C. A. is the provision of suitable and officially recognised machinery :—

(a) To ensure that important questions of policy and principle which are at present normally included on the Agenda of the meetings of Agents of Class I Railways with the Railway Board, are discussed by Agents in Committee *before* such meetings take place. It is not the intention that uniformity of opinion should be the aim of these prior discussions, but it is obvious that the pooling of the views held by different Agents would enable a more comprehensive appreciation of subjects under discussion to be presented to the Board by Agents either individually or collectively.

The Sub-Committee agreed that a procedure designed to effect this object was both desirable and practicable, and they proposed subject to the concurrence of the Railway Board, that Agents of Class I Railways should form themselves into a Standing Committee for the purpose of discussing references made to them by the Board on important questions of policy and principle. The President of the I. R. C. A. for the year would be *ex-officio* Chairman of the Standing Committee and would arrange details for convening it.

It would be necessary for the Agenda accompanied by Memoranda of subjects for discussion with the Railway Board to be supplied to Agents in ample time before the date of the meeting, to permit both of deliberation individually and discussion in Committee.

(b) To enable the Railway Board to make more and better use of the I. R. C. A. organisation in obtaining the focussed and authoritative opinions of railways as a whole on important questions—other than purely technical matters—which concern all Railway administrations in India.

The Sub-Committee agreed that there was considerable scope for the development of the functions of the I. R. C. A. in this direction and they proposed to recommend that meetings of the I. R. C. A. should take place twice annually, *i.e.*, in the spring and autumn.

ANNEXURE TO RESOLUTION No. 31.—(contd.)

They considered that this change would have the advantage not only of expediting the business of the Association itself but that in attaining this object, it would provide a more readily available and expeditious means for dealing with references to the Association from the Board.

With a view to expand the functions of the Association in respect of questions arising which affect only a group or groups of railways in local areas or centres, the Sub-Committee considered that more extended use should be made by the President of the I. R. C. A. and the Executive Council of their power to appoint "*Ad Hoc*" Advisory Committees to report on such matters and they proposed to make a recommendation to this effect in their report to the present Conference.

Finally the Sub-Committee considered that the Rules and Regulations of the Association contained in Part I of the Conference Rules required revision in the light of modern conditions and to conform with their proposals for the more expeditious disposal of the business of the Association.

3. It may be stated at the outset that the Chief Commissioner of Railways who voiced the opinion of the Board, was most cordial and sympathetic in his reception of the ideas underlying the Sub-Committee's provisional conclusions and he said that the Railway Board would be glad to make full use of the machinery they provided for the exchange of views on important matters of policy and principle, firstly, as between the Railway Board and Agents of Class I Railways and secondly, as between the Railway Board and the I. R. C. A. He also said that the Board would welcome the initiation of subjects for discussion by the Standing Committee of Agents of Class I Railways.

4. The Memorandum presented to the Railway Board by the deputation representing the Sub-Committee divides itself into four main proposals and are referred to *seriatim* in greater detail.

5. The first proposal is for the formation of a Standing Committee of Agents of Class I Railways which would discuss *before its meetings with the Railway Board* subjects normally included on the Agenda for such meetings. It was hoped that this Standing Committee could be merged into the constitution of the Association as a consultative and advisory body working under its aegis and with its authority, but in the course of discussion this was found to be impracticable for many reasons. The Sub-Committee refer to it here as a matter of interest because it was an important item in their original proposals and that it will, when functioning, provide a convenient liaison—though outside the regular constitution of the Association—between the Conference and the Railway Board for the reference to the Conference of subjects which are considered to concern or affect railways as a whole. The second proposal relates to the disability the Conference organisation suffers in its advisory and co-ordinating capacities, from the fact that its meetings are held only once annually and the consequent delay in dealing with any matter of importance on which the Railway Board may seek its advice. It is true that the rules provide for the reference of subjects to the Standing Committee of the Conference when not in Session, but the Sub-Committee consider that the disadvantages inherent in a method of procedure which involves individual and as it were entirely detached expressions of opinion, have militated against the formulation of that authoritative and focussed view of the Conference which the disposal of such subjects demands and which in the opinion of the Sub-Committee can best be settled at a meeting. The Sub-Committee, therefore, propose that normally two meetings of the Association should be held annually with the proviso that the President, in consultation with the Executive Council, shall be empowered to cancel the spring meeting if it is considered that there are not sufficient subjects to justify it.

The proposals for the extension of the functions of the Conference Association contained in Mr. Jarrad's Presidential speech last year contemplated the formation of Group Committees with the two-fold object of providing an organisation for the easier collection and presentation to the Conference of the views of groups of railways on a geographical basis and for the examination of questions which interest only railways forming such groups. While the Sub-Committee are unable to agree that Group Committees could function properly or with any advantage in the manner

APPENDIX F.]

ANNEXURE TO RESOLUTION No. 31.—(concl'd.)

suggested in respect of subjects which are the business of the Conference as a whole, they think there is much to be gained by providing suitable machinery for examining and co-ordinating views on questions affecting railways in particular areas or centres. They think suitable machinery for this purpose might be provided by the adaptation of the "Ad Hoc" Advisory Committees which the President and Executive Council are empowered to appoint under the constitution of the Conference and they consider that more use should be made of these Committees for the consideration and disposal of questions of local interest. The Sub-Committee consider that the rules and regulations existing in Part I of the Conference Regulations are in many respects out of date and call for revision in conformity with the views expressed in this report; they recommend therefore that the General Secretary should undertake this revision at an early date.

Apart from Mr. Jarrad's proposals the Sub-Committee have had under consideration the recommendation made by the Commercial Committee under their Resolution No. C/284. They endorse the views contained in this resolution and recommend that Conference should delegate the authority necessary to give effect to this resolution.

The Sub-Committee propose the following resolution:—

(1) *That the report of Sub-Committee No. 3 appointed under Resolution No. 2 of October 1933 be accepted.*

(2) *That Conference Regulation 21 shall be revised to provide for two regular meetings of the Association annually (in the spring and autumn) with the proviso that the President, in consultation with the Executive Council, shall be empowered to cancel the spring meeting if it is considered that there are not sufficient subjects of importance to justify it.*

(3) *That in place of the group system suggested by Mr. Jarrad, greater advantage should be taken of the existing machinery for the appointment of "ad hoc" committees and that such committees should be appointed when required for examining and co-ordinating views on questions affecting railways in particular areas and centres.*

(4) *That the Commercial Committee should be given authority to notify its decisions on subjects of minor importance without a prior reference to all railways as at present required by rule 94 of Conference Regulations, Part I; such authority to extend to the general rules contained in the Coaching and Goods Tariffs, Red Pamphlet, the Military Traffic Rules and the General Classification of Goods, subject, in the case of the last named, to the Railway Board's approval of the Committee's recommendations. The question of whether a subject is of minor importance within the meaning of this resolution to be determined by the President on a reference from the General Secretary, Railways to retain their existing powers of dissent from any recommendation which they are unable to accept.*

(5) *That the General Secretary should prepare a revision of Conference Regulations, Part I, with the primary object of providing for these recommendations if and when they are accepted by the Controlling Authorities of Railways.*

(Signed) V. E. D. JARRAD (Chairman).

" J. C. HIGHET.

" R. L. BLISS.

" J. WILLIAMSON.

" B. R. SINGH.

" P. H. MAFLIN.

" J. W. GORDON.

" C. V. BLISS.

APPENDIX G.

ANNEXURE TO RESOLUTIONS Nos. 32 to 35.

Report of Sub-Committee No. 1 appointed under Resolution No. 2 of October 1933.

Members :

MR. A. N. J. HARRISON	..	Bombay, Baroda and Central India Railway (<i>Chairman</i>).
MR. C. A. MUIRHEAD	..	South Indian Railway.
MR. D. A. FETTES	..	Rohilkund and Kumaon Railway.
MR. R. G. MANSON	..	Assam Bengal Railway.
MR. G. W. N. ROSE	..	Junagad State Railway.
MR. L. V. PARMAR	..	Morvi Railway.
DR. T. SCORESBY-JACKSON		Bombay, Baroda & Central India Railway was co-opted for Subject No. 29.

SUBJECT No. 3.

Uniform system of stamping dates on passenger tickets.

In view of the variety of practice on different railways it appears to the Sub-Committee to be impossible to obtain uniformity and they therefore recommend that the rule remain unaltered.

Proposed resolution.—That rule 114 of Conference Regulations, Part II, 1933-34 edition, remain unaltered.

SUBJECT No. 11.

To approve of the audited expenditure of the Indian Railway Conference Association for the financial year 1932-33 and estimate of expenditure for the financial year 1934-35.

(A) Conference Branch.

(B) Interchange Branch including Neutral Control.

The accounts for 1932-33 and the budget for 1934-35 were examined in detail and the Sub-Committee have no alteration to propose in the latter nor are there any items of expenditure which require special comment in the former. The statement on top of page 108 shows the total Conference expenditure since 1931-32 from which it will be seen that in that year the total expenditure amounted to Rs. 3,94,533 and the budget for 1934-35 provides Rs. 4,51,600 or an increase of Rs. 57,000 in three years. The increase is spread over all the four branches and is mainly due to additional staff due to introduction of Neutral Control at new junctions, rent and gratuities.

The budget for 1934-35 contains the following special provisions :—

Restoration of 5 per cent. cut in salaries.

Leave allowances for Mr. Bliss.

Contribution for leave allowances, etc., for an Officer borrowed from a foreign railway as acting Deputy General Secretary, and also for Mr. Moir lent by the B. N. Railway as Neutral Control Officer.

Gratuity for Mr. Matcher, late Neutral Control Officer.

The Sub-Committee would have been much assisted in their examination if a revised estimate for the current year had been included in the statements and they recommend that such revised estimates should be prepared in future.

They also bring to notice that under the present procedure the entire cost of certain expenditure such as the General Secretary's salary is debited first to the Conference Branch which is then credited with contributions from other branches representing their share of this joint expenditure. The Sub-Committee consider that this method merely obscures the final results and raises difficulties in examining the

APPENDIX G.]

ANNEXURE TO RESOLUTIONS Nos. 32 to 35.

accounts. They therefore suggest that this joint expenditure be debited finally to the respective branches on the fixed basis.

The Sub-Committee also notice that an item of Rs. 15,000 is entered in the budget for the Neutral Control Junctions branch which is described as "Estimated amount by which budget requirements can be reduced due to re-appropriation being admissible". This item actually represents the estimated difference between the cost of the full cadre of the Neutral Control Junctions Branch and the estimated actual expenditure due to vacant appointments, leave and absenteeism. The Sub-Committee consider that this item should be excluded and that the budget should provide for the estimated actual expenditure only.

The Sub-Committee, therefore, propose the following resolution :—

1. *That the audited expenditure for the year 1932-33 of the Conference Branch (Rs. 64,250); the Wagon Interchange Branch (Rs. 1,11,019), Neutral Control Headquarters Branch (Rs. 55,422) and Neutral Control Junctions (Rs. 1,57,684) as shown in the statement on page 102 be approved.*
2. *That the estimated expenditure for the year 1934-35 of (1) the Conference Branch of Rs. 76,900, (2) the Wagon Interchange Branch of Rs. 1,32,800, (3) the Neutral Control Headquarters Branch of Rs. 76,200 and the Neutral Control Junctions of Rs. 1,65,700 as shown on page 108 be sanctioned.*
3. *That revised estimates for the current year be included in the accounts in the future.*
4. *Joint expenditure affecting two or more branches of the Conference establishment should be debited finally in budgets and accounts to those branches instead of first debiting the Conference Branch and then crediting that Branch with contributions from other branches.*

The item of Rs. 15,000 included in the Neutral Control budget for 1934-35 should be excluded and the relevant items in the budget altered accordingly.

SUBJECT No. 28.

Time limit for adjustment of joint station expenses.

Under the existing procedure approximate bills for the year are submitted soon after the year's accounts are closed—the final bill takes anything up to 12 months to prepare and the question before the Committee was to decide how claims by the owning Railway and the using Railways should be regulated. After considerable discussion the Committee agreed to the following proposals :—

- (1) *That no bill supplementary to the final bill should be issued by the owning or the working railway. Any errors or omissions should be carried out in the next final bill.*
- (2) *That the using Railway should after receipt of the final bill be prohibited from making any claim in connection with a revision of that bill after 6 months from the date of the final bill. Any errors and omissions should be dealt with in accordance with clause (3) below.*
- (3) *That any claim preferred either by the using or owning Railway should be subject to the Statute of Limitations as regards back effect.*

*Example :—*Railway 'A' is the owning Railway and prepares the approximate bill for 1932-33 for Junction 'X'. This bill is sent to Railway 'B' the using Railway about April 1933. The final bill sent by Railway 'A' to Railway 'B' is dated 15th December 1933. Railway 'B' must submit a claim to Railway 'A' in connection with any error in the bill before 15th June 1934. If Railway 'A' finds that some charge has been omitted in the bill say about February 1934, it should submit its claim to Railway 'B' and if the claim is accepted it should have three

ANNEXURE TO RESOLUTIONS Nos. 32 to 35.

years back effect where necessary, *i.e.*, from the year 1931-32 and the debit will be raised in the final bill for 1933-34 if the matter is settled in time. Similarly, if Railway 'B' finds an error and submits its claim say in June 1934 this claim, if accepted, will have effect from 1931-32 and credit will be afforded in Railway 'A's' final bill for 1934-35.

As this is mainly an Audit matter, the Sub-Committee recommend that these proposals be submitted to the Audit and Accounts Committee for examination and report.

They therefore propose the following resolution:—

Resolution.—That the above proposals be referred to the Audit and Accounts Committee for examination and report.

SUBJECT No. 29.

Segregation of passengers suffering or suspected to be suffering from infectious or contagious diseases.

After a full discussion of this subject and on examination of the relevant clauses in the Railway Act and the General Rules for Indian Railways the Sub-Committee think there is some doubt whether the Railway Act and the General Rules provide instructions for dealing with passengers who may be found suffering from an infectious or contagious disease during the journey. Section 47(d) of the Railway Act empowers a Railway Administration to make general rules for regulating the conditions under which passengers suffering from an infectious disease may be carried. Section 71 empowers a Railway Administration to refuse to allow a passenger to enter or travel on a Railway except under certain conditions, the General Rules 6, 7 and 8 of Part II, Chapter 1, amplifying these conditions. There appears, however, to be no provision empowering Railways to take action as indicated in the four points mentioned in letter No. T.-1482 of the 29th July 1933 from the Agent, Madras & Southern Mahratta Railway, to the Railway Board, though certain instructions are given in the Subsidiary Rules which however have no legal authority. The Railway Board state that the Indian Railway Act and the General Rules do cover these four points. The question therefore appears to the Sub-Committee to require reference to a legal authority for settlement but more important still is the practical result of obtaining legal authority to cover the four points mentioned by the Madras & Southern Mahratta Railway. From an examination of the practical difficulties the Sub-Committee have come to the conclusion that the best course is to refer the matter to the Medical Section. The Chief Medical Officer of the Madras & Southern Mahratta Railway has raised this subject and it seems advisable that the question should be examined in all its lights by the Medical Section of which he is a member. The Sub-Committee therefore propose the following resolution:—

That this subject be referred to the Medical Section to report on the issues raised in letter No. T.-1482, dated 29th July 1933, from the Agent, Madras and Southern Mahratta Railway, and to indicate the directions in which action should be taken by the Conference.

(Signed)	A. N. J HARRISON (Chairman)
„	C A. MUIRHEAD.
„	D. A. FETTES.
„	R. G MANSON.
„	G W. N. ROSE.
„	L. V. PARMAR
„	T. SCORESBY-JACKSON.

APPENDIX G.]

ANNEXURE TO RESOLUTION No. 33.

To approve of the audited expenditure of the Indian Railway Conference Association for the financial year 1932-33 and estimate of expenditure for the financial year 1934-35 of the Conference and Interchange Branches including Neutral Control.

NOTE BY THE GENERAL SECRETARY :—

The audited expenditure for 1932-33 and the budget estimate for 1934-35 submitted herewith have been prepared in accordance with paragraph 4 of Resolution 30 of the 1931 Conference.

2. In the budget for 1934-35 the strength of the establishment has been changed by the addition of a Neutral Umpire whose appointment for the year 1933-34 has been approved by the two Railways concerned and sanctioned by Railway Board and by the addition of 5 peons whose appointment for the year has been approved by the Standing Committee whilst at the same time 36 posts in the Neutral Control Junction Establishment have been abolished. The scales of pay in the 1934-35 budget are the same as those sanctioned for the 1933-34 budget.

3. The budget for 1934-35 exceeds the sanctioned figure for 1933-34 by Rs. 25,700 which is due to :—

	Decrease.	Increase.
	Rs.	Rs.
Restoration of cut in salaries .. .. .	..	12,900
Leave allowance of Mr. Bliss proceeding on leave preparatory to retirement .. .. .	..	22,500
Contribution towards leave, etc., of Officiating Deputy General Secretary .. .. .	..	5,800
Travelling allowance of the Conference Branch staff [<i>vide</i> Note (a) at page 110] .. .. .	..	1,000
Printing charges [<i>vide</i> Note (b) at page 110] .. .. .	..	2,900
Provident Fund Bonus of subordinate staff .. .. .	..	300
Salaries of subordinate staff	17,900	..
Travelling and other compensatory allowances including house allowance of the Junction Staff	3,000	..
Salaries of officers	1,800	..
Provident Fund Bonus of officers	400	..
Gratuity of officers (a sum of Rs. 8,000 being provided during 1934-35 under Neutral Control Headquarters on account of Mr. A. E. Mather against a sanction of Rs. 19,600 during 1933-34 under Conference Branch) ..	11,600	..
Total	31,700	45,400
Deduct estimated amount by which budget requirements can be reduced due to re-appropriation being admissible	15,000	..
Net Total	19,700	45,400
Net increase	25,700	

4. The estimated cost of the salaries of the subordinate staff including increments and provision for the restoration of the 5 per cent. cut for 1934-35 is Rs. 2,53,500 as compared with Rs. 2,71,400 sanctioned for 1933-34.

5. A note by the Chief Accounts Officer, East Indian Railway, on the audited expenditure of the Association for 1932-33 as required under paragraph 5 of Resolution 30 of 1931 Conference is attached.

ANNEXURE TO RESOLUTION No. 33.

NOTE BY THE CHIEF ACCOUNTS OFFICER, E. I. RAILWAY, ON THE ACCOUNTS OF THE INDIAN RAILWAY CONFERENCE ASSOCIATION FOR THE YEAR 1932-33.

The total expenditure of the Conference Association for the past official year 1932-33 was Rs. 3,88,375 compared with Rs. 3,94,533 for the previous year 1931-32 or a decrease of Rs. 6,158 made up as follows :—

	Increase.	Decrease.
	Rs.	Rs.
Conference Branch .. .. .	..	1,622
Interchange Branch .. .. .	..	15,134
Neutral Control Headquarters Branch	7,566	..
Neutral Control Junctions including the Neutral Umpire at Gomoh	3,032	..
Total	10,598	16,756
Net decrease .. .. .	..	6,158

2. The decrease of Rs. 1,622 under the Conference Branch in 1932-33 is due to decrease under the following heads :—

	Rs.
Salary and allowances of Gazetted Officers and Office Superintendent ..	21,872
Printing charges	125
Total decrease	21,997

and increase under :—

	Rs.
Office Establishment	1,651
Office contingencies	65
P. F. Bonus	773
Conference Expenses	1
Medical Expenses	540
Contribution from Interchange and Neutral Control Branches	13,210
Rent	2,668
Miscellaneous Expenses	1,467
Total increase	20,375
Net decrease	1,622

3. The decrease in the cost of Gazetted Officers was chiefly due to no officiating arrangements against leave vacancies having been made during the year 1932-33 whereas during 1931-32 more leave allowances were paid and leave vacancies filled up during that year.

The decrease was partly counterbalanced by increases :—

- (i) under Office Establishment, due to grade increase and gratuity to the staff,
- (ii) under Contribution from the Interchange and Neutral Control Branches, due to smaller amount received as a result of less expenditure under "General Administration,"
- (iii) under Rent, due to hiring of a new house on increased rent for the accommodation of the Indian Railway Conference Association Office, and
- (iv) under Miscellaneous Expenses, due to non-recovery of the amount payable by the Jessore Jhenidah Railway having gone on liquidation.

4. The decrease of Rs. 15,134 under the Wagon Interchange Branch in 1932-33 occurred under the following heads :—

	Rs.
Office Establishment Decrease	2,534
Provident Fund Bonus "	111
Office Contingencies "	1,603
Joint Expenses "	11,886
Total decrease	16,134
Medical Expenses Increase	1,000
Net decrease	15,134

APPENDIX G.]

ANNEXURE TO RESOLUTION No. 33.

5. The net decrease was principally due to reduction in Establishment, etc., and to smaller contribution under "Joint Expenses" involving a corresponding increase in the Conference Branch—*vide* remarks made under that head.

6. The increase of Rs. 7,566 under the Neutral Control Headquarters Branch in 1932-33 occurred under the following heads:—

						Rs.
Officers' salary and allowances	..	..	Increase	..	..	5,369
Office Establishment..	..	..	"	..	..	3,268
Contingencies	..	..	"	..	..	131
Provident Fund Bonus	..	..	"	..	..	122
			Total	..	..	8,890
Joint Expenses	..	..	Decrease	..	..	1,324
			Net increase	..	..	7,566

7. The net increase was principally due to leave salary of Mr. A. E. Matcher, Neutral Control Officer, from 8-7-32 in addition to the salaries and allowances drawn by his *locum tenens* and annual grade increments to the staff.

8. The increase of Rs. 3,032 under Neutral Control Junctions including Neutral Umpire at Gomoh, in 1932-33 is detailed as under:—

						Rs.
Salaries, allowances, etc.	..	..	..	..	..	2,281
Provident Fund Bonus	..	..	..	..	..	751
			Total increase	..	..	3,032

9. The increase in 1932-33 was mainly due to the creation of the post of the Neutral Umpire at Gomoh, from July 1933.

10. The Budget Estimate for the next official year 1934-35 amounts to Rs. 4,51,600 against the Budget Estimate of Rs. 4,25,900 for the current financial year 1933-34 and with Rs. 3,83,375 the actual expenditure for the previous year 1932-33. The increases of Rs. 25,700 and Rs. 63,225 in the Budget for 1934-35 are detailed below:—

					As compared with Budget for 1933-34.	As compared with actuals for 1932-33.		
					Increase.	Decrease.	Increase.	
					Rs.	Rs.	Rs.	
Conference Branch	..	..	..	..	7,600	..	12,650
Wagon Interchange Branch	..	..	..	..	..	2,100	21,781
Neutral Control Headquarters Branch	..	..	..	..	17,500	..	20,778
Neutral Control Junctions Branch including Neutral Umpire at Gomoh	..	..	..	..	2,700	..	8,016
Total					..	27,800	2,100	63,225

Net increase = Rs. 25,700 Net increase = Rs. 63,225

11. The differences between budgets of the Conference, Wagon Interchange, Neutral Control Headquarters and Neutral Control Junction Branches including the Neutral Umpire at Gomoh for 1933-34 and 1934-35 have been explained by the General Secretary, Indian Railway Conference Association at pages 110, 111, 112 and 114. No further explanation is necessary.

(Sd.)

CALCUTTA, }
11th August 1933. }

for Chief Accounts Officer,
E. I. Railway.

ANNEXURE TO RESOLUTION No. 33.

Contents.

	PAGE.
1. Statement showing the audited expenditure of the Indian Railway Conference Association for the financial year 1932-33	102
2. Statement showing the allocation of expenditure of the Conference Branch for the financial year 1932-33	106
3. Statement showing the allocation of expenditure of (1) Wagon Interchange Branch and (2) Neutral Control Headquarters for the financial year 1932-33	107
4. Statement showing the allocation of expenditure of the Neutral Control Junctions including Neutral Umpire at Gomoh for the financial year 1932-33	107
5. Summary of Budget estimates of the Association Expenditure for 1934-35	108
6. Budget of the Conference Branch for 1934-35	109
7. Budget of the Wagon Interchange Branch for 1934-35	111
8. Budget of the Neutral Control Headquarters Branch for 1934-35	112
9. Budget of the Neutral Control Junctions including Neutral Umpire at Gomoh for 1934-35	113
10. Statement showing the Establishment of Superior and Subordinate staff including menials (Conference Branch)	115
11. Statement showing the Establishment of Subordinate staff including menials (Wagon Interchange Branch)	116
12. Statement showing the Establishment of Superior and Subordinate staff including menials (Neutral Control Headquarters Branch)	117
13. Statement showing the Establishment of Train Examiners and other staff at Neutral Control Junctions including the appointment of Neutral Umpire at Gomoh	118

APPENDIX G.]

ANNEXURE TO RESOLUTION No. 33.

Statement showing audited expenditure of the Indian Railway Conference Association for the financial year 1932-33.

(Figures for Budget sanctions in hundreds and for Actuals in units of rupees.)

Heads of account.	Conference Branch.		Wagon Interchange Branch.		Neutral Control Headquarters.		Neutral Control Junctions including Neutral Umpire.		Total.	
	Budget sanctions 1932-33.		Actuals 1932-33.		Budget sanctions 1932-33.		Actuals 1932-33.		Budget sanctions 1932-33.	
	Voted.	Non-voted.	Voted.	Non-voted.	Voted.	Non-voted.	Voted.	Non-voted.	Voted.	Non-voted.
<i>Recurring Expenditure.</i>	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
*1. Salaries of Gazetted Officers ..	66,200	51,864	..	..	11,000	9,787	..	..	77,200	61,751
*2. Officers pay ..	4,300	3,197	..	..	..	..	..	..	4,300	3,197
*3. Travelling and other compensatory allowances of Gazetted Officers ..	2,000	1,786	..	..	..	..	..	..	2,000	1,786
*4. Salary of Office Superintendent ..	7,200	6,480	..	..	..	..	..	..	7,200	6,480
*5. Provident Fund Bonus of Gazetted Officers and Office Superintendent ..	6,400	5,695	..	..	..	..	..	..	6,400	5,695
6. Salaries of Office Establishment ..	27,500	27,197	66,100	56,456	18,000	15,622	4,700	4,405	1,16,300	1,03,686
7. Salaries of Train Examining Staff ..	..	..	..	..	..	..	98,800	86,748	98,800	86,748
8. Wages of Labour Staff ..	..	..	..	..	..	..	54,500	49,224	54,500	49,224
9. Travelling and other compensatory allowances of subordinates ..	..	..	900	..	2,600	1,346	10,900	8,966	14,400	10,312
10. Contingent office expenses ..	3,000	2,992	3,600	5,378	1,800	1,742	..	..	10,400	10,112
11. Printing charges ..	3,100	5,802	..	..	..	..	..	..	3,100	5,802
12. Medical expenses ..	300	540	600	1,000	..	..	..	..	900	1,540
13. Provident Fund Bonus of subordinates ..	2,600	2,240	5,300	4,916	2,400	1,941	8,900	8,332	19,200	17,438
14. Conference expenses ..	1,000	814	..	..	..	..	..	..	1,000	814
15. Prize Essays ..	..	..	..	..	..	..	..	..	..	..
*16. Rent ..	9,900	9,001	..	..	..	..	..	..	9,900	9,001
17. Grant in aid on behalf of children of Neutral Control Staff employed at Khanalampura ..	..	..	..	..	..	..	100	9	100	9
18. Contribution to Conference Branch on account of joint expenses ..	..	..	56,600	41,264	25,400	20,634	..	..	82,000	61,898
Total ..	1,13,500	1,17,717	1,35,100	1,09,014	61,200	51,072	1,77,900	1,57,684	5,07,700	4,35,487
LESS—Amount on account of cut ..	12,200	..	4,800	..	2,200	..	10,300	..	20,500	..
Total ..	1,21,300	1,17,717	1,30,300	1,09,014	59,000	51,072	1,67,600	1,57,684	4,78,200	4,35,487
<i>Non-recurring Expenditure.</i>										
*19. Gratuity of Gazetted Officers and Office Superintendent ..	2,550	..	..	..	..	..	..	..	2,550	..
20. Gratuity of subordinates ..	4,350	545	3,000	2,005	1,000	..	600	..	8,950	2,550
*21. Passes of Officers under Lee Concessions ..	400	..	..	..	..	..	..	..	400	..
*22. Leave allowance in India ..	..	..	..	..	..	4,350	..	..	..	4,350
*23. Leave allowances in England ..	16,990	9,419	..	..	..	..	..	..	16,990	9,419
24. Miscellaneous (A) ..	..	1,467	..	..	..	..	..	..	..	1,467
Total ..	1,45,500	1,29,148	1,33,300	1,11,019	60,000	55,422	1,68,200	1,57,684	5,07,000	4,53,273
LESS—Credit from Railway Board for A. L. of Stations ..	3,000	3,000	..	..	..	..	..	..	3,000	3,000
LESS—Credit from Wagon Interchange and Neutral Control headquarters Branches on account of joint expenses ..	82,000	61,898	..	..	..	..	..	..	82,000	61,898
LESS—Amount disallowed by Railway Board ..	500	..	300	..	..	..	..	..	800	..
LESS—Estimated amount by which Budget requirement can be reduced due to re-appropriation being admissible ..	..	..	..	..	..	..	26,200	..	26,200	..
NET TOTAL (B) ..	60,900	61,250	1,33,000	1,11,019	60,000	55,422	1,42,000	1,57,684	3,95,000	3,88,375

* Of these items totalling Rs. 87,542 under Conference Branch expenditure, 70,99th namely, Rs. 61,898 have been debited to the Interchange and Neutral Control Headquarters Branches in proportions of Rs. 41,264 and Rs. 20,634, respectively.

(A) Outstanding dues from the Jessore Jhenidah Railway (in Liquidation).

(B) The total of Rs. 1,57,684 for Neutral Control Junctions includes Rs. 2,937 on account of Neutral Umpire at Gomoh.

ANNEXURE TO RESOLUTION No. 33.

EXPENDITURE OF THE INDIAN RAILWAY CONFERENCE ASSOCIATION FOR 1932-33.

Explanation of difference between sanctions for 1932-33 and actuals for 1932-33.

Conference Branch.

Sanction .. Rs.	60,000
Actuals .. Rs.	64,250
Net increase .. Rs.	4,250

Recurring expenditure—

	Decrease. Rs.	Increase. Rs.
Decrease in salaries and Provident Fund Bonus of Gazetted Officers including Office Superintendent, due mainly to post of Dy. General Secretary not being filled during leave of Mr. Bliss in 1932	16,764	..
Decrease in Travelling Allowance of Gazetted Officers	214	..
Decrease in Office establishment and Provident Fund Bonus	654	..
Decrease in Contingencies	8	..
Decrease in Conference expenses	186	..
Decrease in Rent	899	..
Increase under Printing charges [<i>vide</i> Note (b) at page 110] .. .. .	..	2,702
Increase under Medical expenses due to charges for 1931-32 not having been paid during that year .. .. .	..	240
Total	18,725	2,942

Non-recurring expenditure—

Decrease in gratuity of Gazetted Officers	2,550	..
Decrease in gratuity of subordinates	3,805	..
Decrease in passages of Officers	400	..
Decrease in leave allowance in England	7,481	..
Increase on account of outstanding dues of Jessore Jhenidah Railway (in liquidation) .. .. .	..	1,467
Total	32,961	4,409
Deduct on account of smaller contribution from Interchange and Neutral Control Headquarters Branches	20,102	..
Deduct amount disallowed by Railway Board	500	..
Deduct amount on account of 10% cut	12,200	..
Net total	159	4,409
Net increase	4,250	

Interchange Branch.

Sanction .. Rs.	1,33,000
Actuals .. Rs.	1,11,019
Net decrease .. Rs.	21,981

Recurring expenditure—

	Decrease. Rs.	Increase. Rs.
Decrease in salaries and Provident Fund Bonus of office staff	10,028	..
Decrease in travelling allowance	900	..
Decrease in contingencies	222	..
Decrease in contribution to Conference Branch	15,336	..
Increase under Medical expenses due to charges for 1931-32 not having been paid during that year .. .. .	..	400
Total	26,486	400

Non-recurring expenditure—

Decrease in gratuity	995	..
Total	27,481	400
Deduct amount disallowed by Railway Board	300	..
Deduct amount on account of 10% cut	4,800	..
Net total	22,381	400
Net decrease	21,981	

APPENDIX G.]

ANNEXURE TO RESOLUTION No. 33.

Explanation of difference between sanctions for 1932-33 and actuals for 1932-33 — (contd.).

Neutral Control Headquarters Branch.

Sanction .. Rs.	60,000
Actuals .. Rs.	55,422
Net decrease .. Rs.	<u>4,578</u>

	Decrease. Rs.	Increase. Rs.
Recurring expenditure—		
Decrease in salaries of Gazetted Officer	1,213	..
Decrease in salaries of office staff	2,378	..
Decrease in travelling and other compensatory allowances	1,254	..
Decrease in contingencies	58	..
Decrease in Provident Fund Bonus	459	..
Decrease in contribution to Conference Branch	4,766	..
Total ..	<u>10,123</u>	..
Non-recurring expenditure—		
Decrease in gratuity	1,600	..
Increase under Leave Allowance in India .. .. .	..	4,350
Total ..	<u>11,123</u>	<u>4,350</u>
Deduct amount on account of 10% cut	2,200	..
Net total ..	<u>8,923</u>	<u>4,350</u>
Net decrease ..	<u>4,578</u>	

Neutral Control Junctions including the Neutral Umpire.

Sanction .. Rs.	1,12,000
Actuals .. Rs.	1,57,684
Net increase .. Rs.	<u>15,684</u>

	Decrease. Rs.	Increase. Rs.
Recurring expenditure—		
Decrease in Salaries of Office Staff.. .. .	205	..
Decrease in Salaries of Train Examining Staff	14,475	..
Decrease in Salaries of Labour Staff	5,276	..
Decrease in Travelling and other compensatory allowances	2,224	..
Decrease in Provident Fund Bonus	792	..
Decrease in Grant-in-aid	91	..
Increase under Salaries of Neutral Umpire at Gomoh (new appointment)	..	2,423
Increase under Travelling and other compensatory allowances of Neutral Umpire at Gomoh (new appointment) .. .. .	..	200
Increase under Provident Fund Bonus of Neutral Umpire at Gomoh (new appointment) .. .. .	..	224
Total ..	<u>23,153</u>	<u>2,937</u>
Non-recurring expenditure—		
Decrease in Gratuity	600	..
Total ..	<u>23,753</u>	<u>2,937</u>
Deduct Amount on account of cut	10,300	..
Deduct Amount by which Budget requirement can be reduced due to re-appropriation being admissible	20,200	..
Net total ..	<u>—12,747</u>	<u>2,937</u>
Net increase ..		<u>15,684</u>

APPENDIX G.]

ANNEXURE TO RESOLUTION No. 33.

Statement showing the allocation of expenditure of the Conference Branch for the financial year 1932-33.

Amount per vote—Rs. 427-0 2.

Railways.	No. of votes.	Share of actual expenditure borne by each Railway.	
		Voted.	Non-voted.
Assam Bengal	6	..	Rs. 2,662 a. p. 1 0
Assam Railways and Trading Co. (The Dibru Sadiya Railway) ..	2	..	854 0 4
Barsi Light	2	..	854 0 4
Bengal and North Western	8	..	3,416 2 4
Bengal Doonars	2	..	854 0 4
Bengal Nagpur	10	..	4,270 3 0
Bengal Provincial	1	..	427 0 2
Bhavnagar State	2	..	854 0 4
Bikaner State	4	..	1,708 0 8
Bombay, Baroda and Central India	10	..	4,270 3 0
Bombay Port Trust	1	..	427 0 2
Burma	8	..	3,416 2 4
Calcutta Port Commissioners	1	..	427 0 2
Darjeeling Himalayan	1	..	427 0 2
Dholpur State	1	..	427 0 2
Eastern Bengal	8	..	3,416 2 4
East Indian	10	..	4,270 3 0
Gackwar's Baroda State	2	..	854 0 4
Gondal	2	..	854 0 4
Great Indian Peninsula	10	..	4,270 3 0
Gwalior Light	2	..	854 0 4
H. E. H. the Nizam's State	6	..	2,562 1 0
Jamnagar and Dvarka	2	..	854 0 4
Jessore Jhenidah	1	..	196 13 6
Jodhpur	4	..	1,708 0 8
Junagad State	2	..	854 0 4
Madras and Southern Mahratta	10	..	4,270 3 0
Madras Port Trust	1	..	427 0 2
Messrs. Macneill & Co. (The Jorhat Provincial Railway)	1	..	427 0 2
Messrs. McLeod & Co. (The A. K., B. D. R., etc., Light Railways) ..	1	..	427 0 2
Messrs. Martin & Co. (The Howrah-Amra, etc., Light Railways) ..	2	..	854 0 4
Messrs. Octavius Steel & Co. (The Dehri Rohtas Light Railway) ..	1	..	427 0 2
Morvi	2	..	854 0 4
Mysore	2	..	854 0 4
North Western	10	..	4,270 3 0
Porbandar State	1	..	427 0 2
Rohilkhand and Kumaon	3	..	1,281 0 10
South Indian	8	..	3,416 2 4
Udaipur Chitorgarh	1	..	427 0 2
Total	151	..	64,249 2 10

ANNEXURE TO RESOLUTION No. 33.

Statement showing the allocation of expenditure of (1) Wagon Interchange Branch and (2) Neutral Control Headquarters for the financial year 1932-33.

Railways.	Share of actual expenditure borne by each Railway.			
	Wagon interchange Branch.		Neutral control Headquarters.	
	Voted.	Non-voted.	Voted.	Non-voted.
		Rs. a. p.		Rs. a. p.
Bengal Nagpur	14,843 5 9	..	5,218 14 0
Bombay, Baroda and Central India..	..	5,978 1 8	..	1,357 0 3
Eastern Bengal	7,030 11 7	..	..
East Indian	31,187 14 1	..	17,621 12 3
Great Indian Peninsula	23,901 13 6	..	13,642 0 0
Madras and Southern Mahratta	7,930 8 0	..	3,824 8 0
H. E. H. The Nizam's State	4,496 1 8	..	..
North Western	13,594 1 1	..	13,757 15 3
South Indian	2,056 7 8	..	..
Total	1,11,019 1 9	..	55,422 1 9

Statement showing the allocation of expenditure of the Neutral Control Junctions including Neutral Umpire at Gomoh for the financial year 1932-33.

Junctions.	Railways.	Share of actual expenditure borne by each railway at each Junction.		Total share of actual expenditure borne by each railway.	
		Voted.	Non-voted.	Railways.	Amount.
			Rs. a. p.		Rs. a. p.
Ghaziabad ..	E. I. ..	..	18,172 2 6	B. B. & C. I.	3,253 3 9
	N. W. ..	..	18,172 2 6		
Agra Cant. ..	E. I. ..	..	6,007 8 9	B. N. ..	23,091 15 9
	B. B. & C. I. ..	..	3,253 3 9		
	G. I. P. ..	..	9,260 12 6	E. I. ..	44,036 10 9
Khanalampura ..	E. I. ..	..	8,786 12 0	G. I. P. ..	43,235 0 3
	N. W. ..	..	8,786 12 0		
New Delhi ..	N. W. ..	..	4,031 13 6	M. S. M. ..	13,076 11 6
	G. I. P. ..	..	4,031 13 6		
Chheoki ..	E. I. ..	..	9,601 7 6	N. W. ..	30,990 12 0
	G. I. P. ..	..	9,601 7 6		
Ajni-Nagpur ..	B. N. ..	..	13,718 15 9	..	..
	G. I. P. ..	..	15,168 7 3	..	..
Waltair ..	B. N. ..	..	7,904 4 0	..	..
	M. S. M. ..	..	7,904 4 0	..	..
Raichur ..	G. I. P. ..	..	5,172 7 6	..	..
	M. S. M. ..	..	5,172 7 6	..	..
Gomoh ..	E. I. ..	..	1,468 12 0	..	..
	B. N. ..	..	1,468 12 0	..	..
Total ..	..	..	1,57,684 6 0	..	1,57,684 6 0

APPENDIX G.]

ANNEXURE TO RESOLUTION No. 33.

Summary of Budget Estimates of the Association Expenditure for 1934-35.

(Figures in hundreds).

Actuals 1931-32.		Budget 1932-33.		Actuals 1932-33.		Description.	Budget sanction. 1933-34.		Budget estimate. 1934-35.	
Voted.	Non-voted.	Voted.	Non-voted.	Voted.	Non-voted.		Voted.	Non-voted.	Voted.	Non-voted.
			Rs.		Rs.			Rs.		Rs.
..	65,872	..	60,000	..	64,250	(1) Conference Branch .. ..	..	69,300	..	76,900
..	1,26,153	..	1,33,000	..	1,11,019	(2) Wagon Interchange Branch .. ..	..	1,34,900	..	1,32,800
..	47,856	..	60,000	..	55,422	(3) Neutral Control Headquarters Branch .. ..	..	58,700	..	76,200
..	1,54,652	..	1,42,000	..	1,57,684	(4) Neutral Control Junctions including Neutral Umpire at Gomoh .. ..	..	1,63,000	..	1,65,700
..	3,04,533	..	3,05,000	..	3,88,375	Total .. ..	..	4,25,900	..	4,51,600

Allocation of Budget estimate for 1934-35.

	1	2	3	4	5
	Conference Branch.	Inter-change Branch.	Neutral Control Headquarters Branch.	Neutral Control Junctions including Neutral Umpire.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	3,077	..	..	..	3,077
Assam Railways and Trading Co. (The Dibru Sadiya Railway)	1,026	..	..	..	1,026
Barsi Light	1,026	..	..	..	1,026
Bengal and North Western	4,100	..	..	..	4,100
Bengal Dooars	1,026	..	..	..	1,026
Bengal Nagpur	5,126	17,775	7,208	24,191	54,300
Bengal Provincial	512	..	..	..	512
Bhavnagar State	1,026	..	..	..	1,026
Bikaner State	1,540	..	..	..	1,540
Bombay, Baroda and Central India	5,126	7,161	1,740	3,503	17,530
Bombay Port Trust	512	..	..	..	512
Burma	4,100	..	..	..	4,100
Calcutta Port Commissioners	512	..	..	..	512
Darjeeling Himalayan	512	..	..	..	512
Dholpur State	512	..	..	..	512
Eastern Bengal	4,100	8,449	..	..	12,549
East Indian	5,126	37,296	24,205	46,287	1,12,914
Gaekwar's Baroda State	1,540	..	..	..	1,540
Gondal	1,026	..	..	..	1,026
Great Indian Peninsula	5,126	28,580	18,820	45,435	97,961
Gwalior Light	1,026	..	..	..	1,026
H. E. H. the Nizam's State	3,077	5,380	..	..	8,457
Jamnagar and Dwarka	1,026	..	..	..	1,026
Jodhpur	2,052	..	..	..	2,052
Junagad State	1,026	..	..	..	1,026
Madras and Southern Mahratta	5,126	9,457	5,259	13,793	33,635
Madras Port Trust	512	..	..	..	512
Messrs. Macneill and Co. (The Jorhat Provincial Railway)	512	..	..	..	512
Messrs. McLeod & Co. (The A.K., B.D.R., etc., Light Railways)	512	..	..	..	512
Messrs. Martin & Co. (The Howrah-Amta, etc., Light Railways)	1,026	..	..	..	1,026
Messrs. Octavius Steel & Co. (The Dehri Rohtas Light Railway)	512	..	..	..	512
Morvi	1,026	..	..	..	1,026
Mysore	1,026	..	..	..	1,026
North Western	5,126	16,261	18,908	32,491	72,846
Porbandar State	512	..	..	..	512
Rohilkund and Kumaon	1,540	..	..	..	1,540
South Indian	4,100	2,441	..	..	6,541
Udaipur Chitorgarh	512	..	..	..	512
Total	76,900	1,32,800	76,200	1,65,700	4,51,600

ANNEXURE TO RESOLUTION No. 33.

Budget of the Conference Branch for 1934-35.

(Figures in hundreds).

Actuals 1931-32.		Budget 1932-33.		Actuals 1932-33.		Description.	Budget sanctions. 1933-34.		Budget estimate. 1934-35.	
Voted.	Non-voted.	Voted.	Non-voted.	Voted.	Non-voted.		Voted.	Non-voted.	Voted.	Non-voted.
	Rs.		Rs.		Rs.	Recurring expenditure—		Rs.		Rs.
..	63,613	..	66,200	..	51,984	* (1) Salaries of Gazetted Officers .. ..	..	66,600	..	67,800(a)
..	4,281	..	4,300	..	3,197	* (2) Overseas pay .. ..	..	4,300	..	4,300(a)
..	1,036	..	2,000	..	1,786	* (3) Travelling and other compensatory allowances of Gazetted Officers .. ..	..	2,000	..	2,000
..	6,960	..	7,200	..	6,480	* (4) Salary of Office Superintendent .. ..	..	7,200	..	7,200(a)
..	5,174	..	6,400	..	5,695	* (5) Provident Fund Bonus of Gazetted Officers and Office Superintendent .. ..	..	6,500	..	6,100
..	26,091	..	27,500	..	27,197	(6) Salaries of Office Establishment .. ..	..	27,600	..	25,800(a)
..	..	..	..	..	..	(7) Travelling and other compensatory allowances for subordinates .. ..	..	..	..	1,000
..	2,927	..	3,000	..	2,992	(8) Contingent office expenses .. ..	..	3,000	..	3,000
..	5,927	..	3,100	..	5,802	(9) Printing Charges .. ..	..	3,100	..	6,000
..	..	..	300	..	540	(10) Medical Expenses .. ..	..	600	..	600
..	1,997	..	2,600	..	2,249	(11) P. Fund Bonus of subordinates .. ..	..	2,700	..	2,000
..	813	..	1,000	..	814	(12) Conference Expenses .. ..	..	1,000	..	1,000
..	..	..	..	..	..	(13) Prize Essays .. ..	..	1,000	..	1,000
..	6,333	..	9,900	..	9,001	* (14) Rent .. ..	..	9,900	..	9,900
..	1,25,152	..	1,33,500	..	1,17,717	Total .. ..	..	1,35,500	..	1,37,700
..	..	..	500	..	..	Less—Amount disallowed by Railway Board .. ..	..	..	..	..
..	..	..	12,200	..	..	Less—Amount on account of cut .. ..	..	5,100	..	..
..	1,25,152	..	1,20,800	..	1,17,717	Total .. ..	..	1,30,400	..	1,37,700
..	..	..	2,550	..	..	Non-recurring expenditure—				
..	..	..	4,350	..	545	* (15) Gratuity of Gazetted Officers and Office Superintendent .. ..	..	19,600	..	..
..	..	..	400	..	..	(16) Gratuity of subordinates .. ..	..	4,400	..	4,400
..	..	..	..	..	..	* (17) Passages of Officers under Lee Concessions .. ..	..	..	..	..
..	..	..	..	..	..	* (18) Leave allowance in India of Officers .. ..	..	..	..	..
..	18,828	..	16,900	..	9,419	* (19) Leave allowance in England of Officers .. ..	..	..	..	22,500
..	..	..	..	..	1,467	(20) Miscellaneous .. ..	..	..	..	..
..	1,43,980	..	1,45,000	..	1,29,148	Total .. ..	..	1,54,400	..	1,64,600
..	3,000	..	3,000	..	3,000	Less—Credit from Railway Board for Alphabetical List of Stations .. ..	..	3,000	..	3,000
..	75,108	..	82,000	..	61,898	Less—Credit from Wagon Interchange and N. C. Headquarters Branches on account of Joint expenses .. ..	..	82,100	..	84,700
..	65,872	..	60,000	..	64,250	Net Total .. ..	..	69,300	..	76,900

Allocation to Railways parties to the Association in accordance with their voting powers.

	No. of Votes 1932 Conference.	Allocation of Budget sanction 1933-34.	No. of Votes 1933 Conference.	Allocation of Budget estimate 1934-35.
		Rs.		Rs.
Assam Bengal	6	2,755	6	3,077
Assam Railways and Trading Co. (The Dibru Sadiya Railway) ..	2	917	2	1,026
Barsi Light	2	917	2	1,026
Bengal and North Western	8	3,672	8	4,100
Bengal Dooars	2	917	2	1,026
Bengal Nagpur	10	4,590	10	5,126
Bengal Provincial	1	459	1	512
Bhavnagar State	2	917	2	1,026
Bikaner State	4	1,836	3	1,540
Bombay, Baroda and Central India	10	4,590	10	5,126
Bombay Port Trust	1	459	1	512
Burma	8	3,672	8	4,100
Calcutta Port Commissioners	1	459	1	512
Darjeeling Himalayan	1	459	1	512
Dholpur State	1	459	1	512
Eastern Bengal	8	3,672	8	4,100
East Indian	10	4,590	10	5,126
Gaekwar's Baroda State	3	1,377	3	1,540
Gondal	2	917	2	1,026
Great Indian Peninsula	10	4,590	10	5,126
Gwalior Light	2	917	2	1,026
H. E. H. the Nizam's State	6	2,755	6	3,077
Jamnagar and Dwarka	2	917	2	1,026
Jodhpur	4	1,836	4	2,052
Junagad State	2	917	2	1,026
Madras and Southern Mahratta	10	4,590	10	5,126
Madras Port Trust	1	459	1	512
Messrs. Macneill & Co. (The Jorhat Provincial Railway) ..	1	459	1	512
Messrs. McLeod & Co. (The A.K., B.D.R., etc., Light Railways) ..	1	459	1	512
Messrs. Martin & Co. (The Howrah-Amta, etc., Light Railways) ..	2	917	2	1,026
Messrs. Octavius Steel & Co. (The Dehri Rohtas Light Railway) ..	1	459	1	512
Morvi	2	917	2	1,026
Mysore	2	917	2	1,026
North Western	10	4,590	10	5,126
Porbandar State	1	459	1	512
Rohilkund and Kumaon	3	1,377	3	1,540
South Indian	8	3,672	8	4,100
Udaipur Chitorgarh	1	459	1	512
Total	151	69,300	150	76,900

* Of these items under budget estimate for 1934-35 totalling Rs. 1,19,800, 70/99th namely, Rs. 84,700 is debitable to the Interchange and Neutral Control Headquarters Branches in proportions of Rs. 53,800 and Rs. 30,900 respectively.

(a) For details of establishment see page 115.

APPENDIX G.]

ANNEXURE TO RESOLUTION No. 33.

Explanation of difference between sanction for 1933-34 and estimate for 1934-35 for the Conference Branch.

	Rs.		Decrease. Rs.	Increase. Rs.
Net estimate for 1934-35	Rs. 76,900			
Net sanction for 1933-34	69,300			
Net Increase	7,600			
Recurring expenditure—				
Decrease under Salaries of Gazetted Officers due to Mr. Bliss proceeding on leave preparatory to retirement	4,900	..		
Increase under Salaries of Gazetted Officers on account of Annual Increment of Assistant Secretary	300	..		
Increase under Salaries of Gazetted Officers on account of contribution towards leave, etc., of Offg. Dy. General Secretary	5,800	..		
Decrease under Provident Fund Bonus of Gazetted Officers	400	..		
Decrease under Office Establishment after providing Rs. 1,157 for Increments and Rs. 324 for 2 additional peons	1,800	..		
Decrease under Provident Fund Bonus of Subordinates	700	..		
Increase under Travelling allowances of Subordinates [see note (a) below]	1,000	..		
Increase under Printing [see note (b) below]	2,900	..		
Total	7,800	..	10,000	
Non-recurring expenditure—				
Decrease under Gratuity of Gazetted Officers	10,600	..		
Increase under Leave allowances of Gazetted Officers (on account of General Secretary)	22,500	..		
Total	27,400	..	32,500	
Decrease on account of larger contribution from Wagon Interchange and Neutral Control Headquarters Branch	2,600	..		
Increase if general cut in salaries is restored	5,100	..		
Net Total	30,000	..	37,600	
Net Increase	7,600	..		

Increase under "Travelling allowance"—

Note (a)—Hitherto this expenditure has been met from savings in salaries of office staff due to appointments not being filled. As the budget for 1934-35 only provides for actual requirements of office staff, savings under this head are not anticipated; consequently it is necessary to make separate provision for travelling allowance for the staff in the Conference Branch, as previously provided for in the other Branches.

Increase under "Printing"—

(b)—In the budget for the year 1932-33 the estimate for "Printing" was Rs. 3,100 as against Rs. 6,000 sanctioned for the previous year. It has not been found possible to work to this reduced figure, the actual expenditure under "Printing" during 1932-33 being Rs. 5,802. During 1932-33 the Medical Section commenced to function. It is found that on the whole the rates for "Printing" show a tendency to increase and it is considered necessary to replace the figure of Rs. 6,000 for this item.

ANNEXURE TO RESOLUTION No. 33.

Budget of the Wagon Interchange Branch for 1934-35.

(Figures in hundreds.)

Actuals, 1931-32.		Budget, 1932-33.		Actuals, 1932-33.		Description.	Budget sanction, 1933-34.		Budget estimate, 1934-35.	
Voted.	Non-voted.	Voted.	Non-voted.	Voted.	Non-voted.		Voted.	Non-voted.	Voted.	Non-voted.
	Rs.		Rs.		Rs.			Rs.		Rs.
..	60,995	..	66,100	..	56,456	Recurring expenditure—	Included in Conference Branch Budget.		63,700(a)	
..	..	..	900	..	..	(1) Salaries of Gazetted Officers ..	..	65,000	..	..
..	..	..	..	..	..	(2) Salaries of Office Establishment ..	..	..	..	..
..	6,981	..	5,600	..	5,378	(3) Travelling and other compensatory allowances ..	..	900	..	900
..	..	..	600	..	1,000	(4) Contingent office expenses ..	..	5,600	..	5,600
..	5,027	..	5,300	..	4,916	(5) Medical expenses ..	..	1,000	..	800
..	53,150	..	56,600	..	41,264	(6) Provident Fund Bonus ..	..	5,200	..	5,000
..	..	..	..	..	..	(7) Contribution to Conference Branch on account of joint expenses ..	..	56,700	..	53,800
..	1,26,153	..	1,35,100	..	1,09,014	Total ..	..	1,34,400	..	1,29,800
..	..	..	300	..	..	Less—Amount disallowed by Railway Board ..	..	..	..	..
..	..	..	4,800	..	..	Less—Amount on account of cut ..	..	2,500	..	..
..	1,26,153	..	1,30,000	..	1,09,014	Total ..	..	1,31,900	..	1,29,800
..	..	..	..	..	..	Non-recurring expenditure—	Included in Conference Branch Budget.			
..	..	..	..	..	..	(8) Passages of Officers under Lee Concession ..				
..	..	..	..	..	..	(9) Leave allowance in India of Officers ..				
..	..	..	..	..	..	(10) Leave allowance in England of Officers ..				
..	..	..	3,000	..	2,005	(11) Gratuity ..			3,000	3,000
..	1,26,153	..	1,33,000	..	1,11,019	Net Total ..	..	1,34,900	..	1,32,800

Allocation to Broad Gauge Railways in proportion to the total number of wagons interchanged during 1932-33.							Allocation of Budget sanction, 1933-34.	Allocation of Budget estimate, 1934-35.
							Rs.	Rs.
B. N.	..	..	..	..	..	..	18,030	17,775
B. B. & C. I.	..	..	..	..	..	..	7,260	7,161
E. B.	..	..	..	..	..	..	8,548	8,449
E. I.	..	..	..	..	..	..	37,912	37,296
G. I. P.	..	..	..	..	..	..	29,046	28,580
M. S. M.	..	..	..	..	..	..	9,640	9,457
N. S.	..	..	..	..	..	..	5,458	5,380
N. W.	..	..	..	..	..	..	16,508	16,261
S. I.	..	..	..	..	..	..	2,498	2,441
Total ..							1,34,900	1,32,800

(a) For details of establishment see page 116.

Explanation of difference between sanction for 1933-34 and estimate for 1934-35 for the Wagon Interchange Branch.

Net estimate for 1934-35 ..	..	..	..	..	..	Rs. 1,32,800	
Net sanction for 1933-34 ..	..	..	..	..	..	1,34,900	
Net Decrease ..						2,100	
						Decrease.	Increase.
						Rs.	Rs.
Recurring expenditure—							
Decrease under Office Establishment after providing Rs. 2,030 for Increments and Rs. 336 for 2 Additional peons ..						1,300	..
Decrease under Medical expenses (see note below) ..						200	..
Decrease under Provident Fund Bonus ..						200	..
Decrease in contribution to Conference Branch ..						2,900	..
Total ..						4,600	..
Increase if general cut in salaries is restored ..						..	2,500
Total ..						4,600	2,500
Non-recurring expenditure—							
Nil ..						Nil	Nil
Net Decrease ..						2,100	

Decrease under "Medical expenses".

Note.—The total figure budgetted for under medical expenses is the same as sanctioned for 1933-34 and this decrease in the Wagon Interchange Branch is offset by a corresponding increase under the Neutral Control Headquarters Branch which hitherto has not been debited with any share of this item.

APPENDIX G.]

ANNEXURE TO RESOLUTION No. 33.

Budget of the Neutral Control Headquarters Branch for 1931-35.

(See also Table 14.)

Actuals, 1931-32.		Budget, 1932-33.		Actuals, 1932-34		Description	Budget estimate, 1933-34		Budget estimate, 1934-35	
Voted.	Non-voted.	Voted.	Non-voted.	Voted.	Non-voted.		Voted.	Non-voted.	Voted.	Non-voted.
	Rs.		Rs.		Rs.		Rs.		Rs.	
						Recurring expenditure				
..	8,768	..	11,000	..	9,787	(1) Salaries of Gazetted Officers ..	..	..	..	11,700
..	13,700	..	18,000	..	15,622	(2) Salaries of Officers of Provincial ..	..	..	..	18,000
..	..	..	2,000	..	1,748	(3) Travelling and other expenses ..	..	..	..	2,000
..	1,611	..	1,500	..	1,742	(4) Gratuity ..	..	..	..	1,500
..	..	..	..	..	..	(5) Medical Expenses ..	..	..	..	200
..	1,810	..	2,000	..	1,911	(6) Provident Fund Bonus ..	..	..	..	1,500
..	21,978	..	25,000	..	20,834	(7) Contingencies ..	..	..	..	..
						(8) .. .. ..	..	..	..	..
						Total ..	..	..	..	..
..	47,856	..	61,200	..	51,072	Less: Appropriation ..	..	..	..	..
..	..	..	2,200	..	..	Total ..	..	..	..	..
..	47,856	..	59,000	..	51,072	Total ..	..	..	..	..
						Non-recurring expenditure				
..	..	..	..	..	..	(1) Leave ..	..	..	..	..
..	..	..	..	..	..	(2) Leave allowances ..	..	..	..	..
..	..	..	..	..	..	(3) Leave allowances ..	..	..	..	..
..	..	..	1,600	..	..	(4) Leave allowances ..	..	..	..	..
..	..	..	..	..	..	(5) Contingency ..	..	..	..	..
..	47,856	..	61,000	..	55,122	Total ..	..	..	..	..

Allocation to Head Office by way of ..		Actuals ..		Actuals ..	
of way ..		1932-34		1931-32	
		Rs.		Rs.	
B. N.	3,251	..	7,200
B. R. & C. L.	1,412	..	1,740
E. I.	18,672	..	24,700
G. I. P.	14,435	..	18,800
M. S. M.	4,082	..	5,275
N. W.	11,721	..	14,600
Total	53,573	..	72,015

(a) Expenditure ..

Explanation of difference between sanction for 1933-34 and Estimate for 1934-35 for the Neutral Control Headquarters Branch.

		Rs.	
Net estimate for 1934-35 ..	..	..	76,200
Net sanction for 1933-34 ..	..	..	58,500
Net Increase ..		..	17,700
		Decrease	Increase
		Rs.	Rs.
Recurring expenditure—			
Increase under salaries of Gazetted Officers on account of annual increment and a sum of Rs. 2,500 being provided on account of contribution to B. N. Railway towards leave, etc., of Mr. J. Mour ..		..	2,500
Increase under Office Establishment (Rs. 416 being provided for increments and Rs. 168 for one additional person) ..		..	(20)
Increase under Medical Expenses (see note below) ..		..	200
Decrease under Provident Fund Bonus ..		800	..
Total ..		800	3,600
Non-recurring expenditure—			
Increase under Gratuity (on account of retirement of Mr. A. E. Matcher, Neutral Control Officer) ..		..	8,000
Total ..		800	11,600
Increase if general cut in salaries is restored ..		..	1,200
Increase in contribution to Conference Branch ..		..	5,500
Net Total ..		800	18,300
Net Increase ..		..	17,500

Increase under "Medical Expenses"—

Note.—This increase is explained in the Note on page 111.

ANNEXURE TO RESOLUTION No. 33.

Budget of the Neutral Control Junctions including Neutral Umpire at Gomoh for 1934-35.

(Figures in hundreds.)

Actuals, 1931-32.		Budget, 1932-33.		Actuals, 1932-33.		Description.	Budget sanction, 1933-34.		Budget estimate, 1934-35.	
Voted.	Non-voted.	Voted.	Non-voted.	Voted.	Non-voted.		Voted.	Non-voted.	Voted.	Non-voted.
	Rs.		Rs.		Rs.	Recurring expenditure :—		Rs.		Rs.
		{ ..	98,800	..	86,748	(1) Salaries of Train Examining Staff .. ..	..	99,000	..	94,200 (a)
..	1,37,589	{ ..	4,700	..	4,405	(2) Salaries of Office Staff .. ..	..	5,000	..	5,200 (a)
		{ ..	54,500	..	49,224	(3) Works or Labour Staff .. ..	..	56,900	..	46,100 (a)
..	8,363	..	10,900	..	8,966	(4) Travelling and other compensatory allowances including house allowance .. ..	..	11,600	..	8,600
..	..	..	..	..	..	(5) Contingencies .. ..	..	..	..	..
..	7,581	..	8,900	..	8,332	(6) Provident Fund Bonus .. ..	..	8,900	..	10,900
..	..	..	100	..	9	(7) Grant-in-aid on behalf of children of Neutral Control Staff (employed at Khanalampura) .. ..	..	100	..	100
..	1,53,533	..	1,77,900	..	1,57,684	Total .. ..	..	1,81,500	..	1,65,100
..	..	..	10,300	..	..	Less—Amount on account of cut .. ..	..	4,100	..	..
..	..	..	26,200	..	..	Less—Estimated amount by which budget requirements can be reduced due to re-appropriation being admissible .. ..	..	15,000	..	..
..	1,53,533	..	1,41,400	..	1,57,684	Total .. ..	..	1,62,400	..	1,65,100
						Non-recurring expenditure :—				
..	1,119	..	600	..	..	(8) Gratuity .. ..	..	600	..	600
..	1,54,652	..	1,42,000	..	1,57,684	Net Total .. ..	..	1,63,000	..	1,65,700

Allocation to Railways.								Allocation of Budget sanction, 1933-34.	Allocation of Budget estimate, 1934-35.
								Rs.	Rs.
E. I.	..	..	..	..	..	..	..	45,537	46,287
G. I. P.	..	..	..	..	..	..	..	44,735	45,435
N. W.	..	..	..	..	..	..	..	31,991	32,491
B. B. & C. I.	..	..	..	..	..	..	..	3,453	3,503
B. N.	..	..	..	..	..	..	..	23,791	24,191
M. S. M.	..	..	..	..	..	..	..	13,493	13,793
Total ..								1,63,000	1,65,700

(a) For details of establishment see page 118.

APPENDIX G.]

ANNEXURE TO RESOLUTION No. 33.

Explanation of difference between sanction for 1933-34 and estimate for 1934-35 for the Neutral Control Junctions including Neutral Umpire.

							Rs.	
Net estimate for 1934-35	..	..	..	..	..	..	1,65,700	
Net sanction for 1933-34	..	..	..	..	..	..	1,63,000	
Not Increase							2,700	
							Decrease. Rs.	Increase; Rs.
Recurring expenditure—								
Increase under Junction Establishment on account of Neutral Umpire (new appointment)	..	..	..	..	..	..	..	4,425
Increase under Junction Establishment on account of increments	..	..	..	..	..	..	..	827
Decrease on account of Reduction of 36 men	..	..	..	..	..	..	9,852	..
Decrease on account of certain posts being vacant	..	..	..	..	..	..	10,600	..
Decrease under Travelling and other compensatory allowances including house allowance	..	..	..	..	..	..	3,000	..
Increase under Provident Fund Bonus (see note below)	..	..	..	..	..	..	..	2,000
Increase if general cut in salaries is restored	..	..	..	..	..	..	..	4,100
Total							23,652	11,352
Non-recurring expenditure—								
Nil	..	..	..	..	..	..	Nil.	Nil.
Total							23,652	11,352
Deduct estimated amount by which budget requirements can be reduced due to reappropriation being admissible	..	..	..	..	..	..	15,000	..
Net Total							8,652	11,352
Net increase							2,700	

Increase under " Provident Fund " Bonus—

Note.—This increase is due to admission to the benefits of the Provident Fund of Wheelmen as approved by the President.

ANNEXURE TO RESOLUTION No. 33.

Conference Branch.

Statement showing the Establishment of Superior and Subordinate staff including menials.

Designation.	Strength.		Scale of pay.			Budget sanction for 1933-34.	Budget estimate for 1934-35.	Remarks.
	1933-34.	1934-35.	Minimum.	Increase.	Maximum.			
			Rs.	Rs.	Rs.	Rs.	Rs.	
General Secretary	1	1	2,500	100	3,000	36,000	31,100	General Administration.
Dy. General Secretary	1	1	1,950	0	1,950	23,400	20,200 (c)	
Assistant Secretary	1	1	350	30	800	7,200	7,530	
Overseas pay .. ..	..	..	..	..	..	4,300	4,300	
Office Superintendent	1	1	500	25	600	7,200	7,200	
Assistant Office Superintendent	1	1	200	10-300-15	450	2,730	2,845	
Tariff Clerk	1	1	300	25	450	3,675	3,975	
Assistant Tariff Clerk	1	1	140	10	200	1,680	1,800	
Stenographer	1	1	180	10	300	(a)	(a)	
Stenographer	1	1	130	10	180	2,160	2,160	
Clerk not exceeding	1	1	160	10	240	1,140	(a)	
Clerk not exceeding	1	1	150	10	200	(a)	(a)	
Clerks not exceeding	2	2	104	6	140	2,712	2,844	
Clerks not exceeding	6	6	65	5	100	5,855	6,090	
Typist not exceeding	1	1	65	5	100	1,085	1,140	
Clerks not exceeding	8	8	39	3	60	5,406	3,361 (b)	
Peon not exceeding	1	1	21	1	24	288	264	
Peons not exceeding	4	6	13	1	20	750	1,120	
Watchman not exceeding	1	1	10	0	10	(a)	(a)	
Sweeper not exceeding	1	1	10	1	15	144	144	
Garden staff not exceeding	4	4	45	0	45	(a)	(a)	
Total	39	41	..	..	..	1,05,725	1,05,073	

(a) These posts are vacant.

(b) Three posts are vacant.

(c) Includes Rs. 5,800 on account of contribution towards leave salary, etc., of Offg Deputy General Secretary.

M68IRCA(WOP)

APPENDIX G.]

ANNEXURE TO RESOLUTION No. 33.

Wagon Interchange Branch.

Statement showing the Establishment of Subordinate staff including menials.

Designation.	Strength.		Scale of pay.			Budget sanction for 1933-34.	Budget estimate for 1934-35.	Remarks.
	1933-34.	1934-35.	Mini-mum.	Incre-ment.	Maxi-mum.			
			Rs.	Rs.	Rs.	Rs.	Rs.	
Assistant Office Superintendent ..	1	1	200	10-300-15	450	4,140	4,320	
Interchange Inspector	1	1	300	10	350	(a)	(a)	
Clerks not exceeding	3	3	150	10	200	4,560(b)	4,680(b)	
Stenographer	1	1	130	10	180	2,160	2,160	
Clerks not exceeding	4	4	104	6	140	6,288	6,432	
" " "	17	17	65	5	100	16,860	15,840(c)	
Typist not exceeding	1	1	65	5	100	960	1,020	
Clerks " "	51	51	39	3	60	25,473(d)	24,228(d)	
Typists " "	3	3	39	3	60	1,152(b)	1,224(b)	
Jamadar peon not exceeding ..	1	1	25	1	28	336	312	
Peons " "	12	14	13	1	20	2,424	2,774	
Watchman " "	1	1	12/8	..	12/8	138	150	
Daftrie " "	1	1	22	1	30	348	360	
Sweeper " "	1	1	12	1	15	168	180	
Sweeper " "	1	1	10	1	12	(a)	(a)	
Total ..	99	101	..	..	..	65,007	63,680	

(a) This post is vacant.

(b) One post is vacant.

(c) Two posts are vacant.

(d) 16 posts are vacant.

ANNEXURE TO RESOLUTION No. 33.

Neutral Control Headquarters Branch.

Statement showing the Establishment of Superior and Subordinate Staff including menials.

Designation.	Strength.		Scale of pay.			Budget Sanction 1933-34.	Budget Estimate 1934-35.	Remarks.
	1933-34.	1934-35.	Mini- mum.	Incre- ment.	Maxi- mum.			
			Rs.	Rs.	Rs.	Rs.	Rs.	
Neutral Control Officer	1	1	700	50	1,000	8,900	11,700(a)	
Inspector	1	1	450	25	550	5,650	5,950	
Head Clerk	1	1	104	6	140	1,464	1,536	
Stenographer	1	1	65	5	100	1,200	1,200	
Clerks not exceeding	17	17	39	3	60	9,036(b)	9,072(b)	
Peons not exceeding	3	4	13	1	20	560	766	
Total	24	25	..	..	..	26,810	30,224	

(a) Includes Rs. 2,300 on account of contribution to B. N. Railway towards leave salary, etc., of Mr. J. Moir, Neutral Control Officer.

(b) 3 posts are vacant.

APPENDIX G.]

ANNEXURE TO RESOLUTION No. 33.

Statement showing Establishment of Train Examiners and other staff at Neutral Control Junctions including Establishment of Neutral Umpire at Gomoh.

Designation.	Strength.		Scale of Pay.			Budget sanction 1933-34.	Budget estimate 1934-35.	Remarks.
	1933-34.	1934-35.	Mini-mum.	Incre-ment.	Maxi-mum.			
			Rs.	Rs.	Rs.	Rs.	Rs.	
Neutral Umpire ..	..	1	325	25	400	..	4,425	
Head Neutral Train Examiners—								
Class A	3	3	325	25	400	15,000	15,250	
Class B	3	3	250	10	300	9,830	9,880	
Neutral Train Examiners—								
Class A	11	11(a)	120	10	200	23,140	19,580	
Class B	23	23	60	5	100	24,470	21,310	
Class C	28	24(b)	45	5	50	16,200	12,638	
Assistant Neutral Train Examiners ..	28	23(c)	20	5	40	10,375	8,140	
Clerks	8	8	39	3	60	5,004	5,220	
Wheelmen—								
Class A	89	87(d)	20	1	30	28,594	27,312	
Class B	86	67(e)	12	1	19	18,279	10,224	
Coolies	61	55(f)	12	as./8/-	16	10,057	8,538	
Total ..	340	305	..	..	..	1,60,940	1,45,517	

(a) 2 posts are vacant.

(b) 4 posts are vacant.

(c) 6 posts are vacant.

(d) 2 posts are vacant.

(e) 22 posts are vacant.

(f) 5 posts are vacant.

